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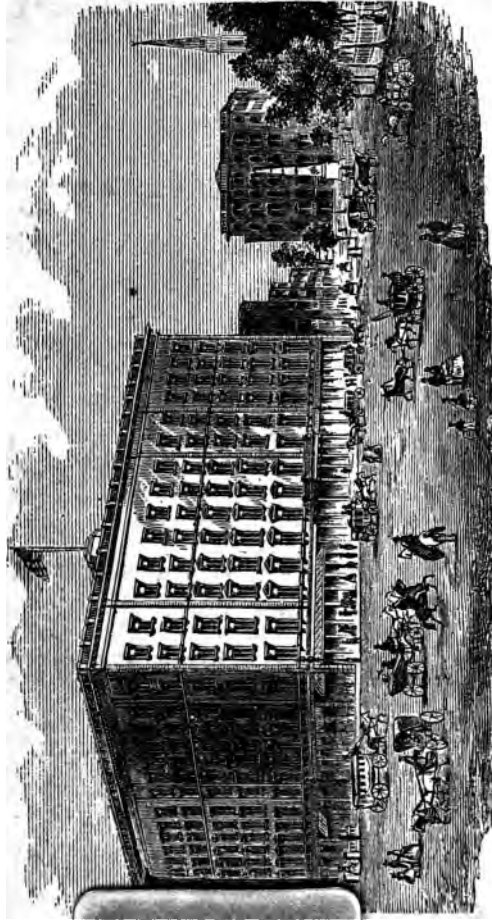
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THE ENGLISHMAN'S
GUIDE BOOK
TO THE
UNITED STATES & CANADA
WITH GAZETTEER OF THE PRINCIPAL
HUNTING AND FISHING GROUNDS.



FIFTH AVENUE HOTEL, **MADISON SQUARE, NEW YORK.**

THE largest, best appointed and most liberally managed hotel in New York, with the most central and delightful location.

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Remember, from no other hotel at Niagara can a view of the Falls and Electric light be had. It is only seen from the CLIFTON.

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THE ENGLISHMAN'S GUIDE BOOK TO THE
UNITED STATES AND
CANADA.



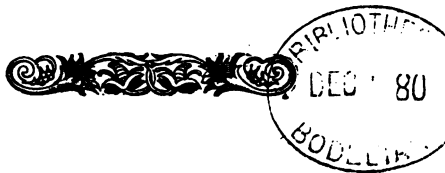
THE ENGLISHMAN'S
ILLUSTRATED
GUIDE BOOK
TO THE UNITED STATES
AND CANADA.

ESPECIALLY ADAPTED TO THE USE OF BRITISH TOURISTS
AND SETTLERS VISITING THOSE COUNTRIES.

WITH FULL INFORMATION AS TO THE BEST ROUTES OF TRAVEL,
MOST ATTRACTIVE SCENERY,
RECOMMENDABLE HOTELS,
FARES, PRICES, ETC.

*With Appendix containing the SHOOTING and FISHING
GROUNDS of North America.*

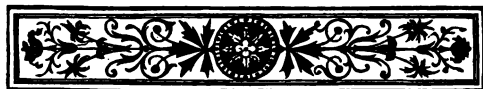
SEVENTH EDITION.



LONDON:
LONGMANS, GREEN, READER, AND DYER.
1880.

246. j. 167.





PREFACE TO THE SEVENTH EDITION.

IN the preparation of this GUIDE-BOOK, the author has sought to give, within the limits of a portable volume, all the information necessary to enable the tourist to find his way without difficulty from place to place, and to see the objects best worth seeing in the United States and Canada. In addition to such information as is required by the tourist, he has compiled and presented a large mass of matter which will interest those who contemplate a residence in any part of the regions described, or the purchase of landed or other property therein, as well as those who feel an interest in the growth and progress of the "New World."

The author has himself travelled over all the routes described, and has given the results of his own *bonâ fide* experience.



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THE ENGLISHMAN'S GUIDE-BOOK

TO THE

UNITED STATES AND CANADA.

HOTEL APPENDIX.

1. The *latest information* in relation to hotels will be found in this Appendix.
2. In cases where the names of several hotels in the same town are given they are put down, as nearly as may be, in the order of excellence.
3. Hotels, the names of which are printed in small capitals, with an asterisk (*), will be found more fully described in our advertising pages.



ADIRONDACKS: *Martin's Lower Saranac Lake House*, \$2.50; 150 guests. *Paul Smith's St Regis House*, \$2.50; 200 guests. *Bartlett's, Cronk's, on Big Tupper Lake*.
Adrian, Mich. : Lawrence House, \$2.00; 75 guests.
Aiken, S. C. : Highland Park House. Aiken House, \$4.00; 200 guests.
Akron, O. : Empire House, \$2.00; 50 guests.
Albany, N. Y. : Delevan House, close by R. R. Station, \$4.00; 500 guests.
Alexandria, Va. : Mansion House, \$2.50; 75 guests.
Allentown, Pa. : American, \$3.00; 100 guests.
Alliance, O. : Arlington, \$2.00; 50 guests.
Alton, Ill. : St Charles, \$2.50; 50 guests.
Altoona, Pa. : LOGAN, \$2.50; 250 guests. The Hotel is at the station.

An excellent stopping place for persons desiring to see, at their leisure, the magnificent scenery of the Alleghanies.
Andover, Mass. : Elm House, \$2.00; 75 guests.
Ann Arbor, Mich. : Cook's, \$2.00; 75 guests.
Athens, N. Y. : Wormer House, \$2.00; 40 guests.
Atlanta, Ga. : H. I. Kimball House, \$3.00; 250 guests.
Auburn, N. Y. : St James', \$3.50; 150 guests.
Augusta, Maine : Augusta House, \$2.50; 75 guests.
Augusta, Ga. : Planters' Hotel, \$3.00; 150 guests.
Ausable Chasm, N. Y. : Lake View House.
Austin, Texas : Raymond House.
Ballston Springs, N. Y. : Sans Souci, \$3.00 to \$3.50; 250 guests.

- Baltimore: *Carrollton*, \$3.50 to \$4.00; 300 guests. *Eutaw House*, \$3.00 to \$4.00; 300 guests.
- Bangor, Maine: *Bangor House*, \$2.50; 100 guests.
- Bath, Maine: *Sagadahoc House*.
- Bâton Rouge: *Crescent House*, \$3.00; 50 guests.
- Bellows Falls, Vt.: *Island House* (summer), \$2.50. *Town's Hotel*, \$2.50. Each 100 guests.
- Beloit, Wis.: *Goodwin*, \$2.50; 75 guests.
- Bethlehem, White Mountains: *SINCLAIR HOUSE*, \$3.00; \$15.00 to \$20.00 per week; 250 guests.
- Bethlehem, Pa.: *Eagle Hotel*, \$2.00.
- Binghampton, N. Y.: *Dwight House*, 200 guests.
- Bloomington, Ill.: *Ashley House*.
- Boston: *Revere*, \$4.00; 300 guests. *Tremont*, \$4.00; 300 guests. *Brunswick*.
- Brattleboro', Vt.: *BROOKS HOUSE*, \$3.00; 250 guests.
- Bridgeport, Ct.: *Atlantic*, \$3.50; 75 guests. *Sterling*, \$3.00; 100 guests.
- Brooklyn, N. Y.: *Pierpont*, \$4.00; 300 guests. *Mansion*, \$4.00; 350 guests.
- Bryn Mawr, Pa.: *Bryn Mawr Hotel*, \$4.00; 200 guests.
- Buffalo, N. Y.: *Tift House*, \$3.50; 300 guests. *Palace*, \$3.50.
- Burlington, Vt.: *American*, 250 guests; *Van Ness House*, 200 guests.
- Burlington, Iowa: *Barrett House*, 100 guests.
- Cacouna, Can.: *St Lawrence Hall*.
- Cairo, Ill.: *St Charles*, \$2.50.
- Canandaigua, N. Y.: *Canandaigua Hotel*, \$2.50; 200 guests.
- Catskill, N. Y.: *Prospect Park Hotel* (summer), *Irving House*. On Catskill Mountains (8 miles distant) is the *Mountain House*, \$4.00; 200 guests.
- Cave City, Ky.: *Cave Hotel*, \$3.00; 50 guests.
- Cedar Rapids, Iowa: *American*, 250; 50 guests.
- Charleston, S. C.: *Charleston Hotel*, \$4.00; 250 guests. *Pavilion*, \$2.50; 150 guests.
- Charlottesville, Va.: *Central Hotel*, \$2.50; 75 guests.
- Chattanooga, Tenn.: *Stanton House*, 200 guests. *Reed House*, 100 guests.
- Chester, Pa.: *American*, \$2.50; 50 guests.
- Cheyenne, Wyoming: *Railroad House*, 100 guests.
- Chicago: *GRAND PACIFIC*, \$3.00 to \$5.00; 500 guests. *POTTER PALMER HOUSE*, \$3.00 to \$5.00; 500 guests. *Tremont*, \$3.00 to \$4.00; 500 guests. *Sherman*, \$3.00 to \$4.50; 500 guests. *Gardiner*, \$3.00 to \$4.00; 350 guests. *Matteson*, \$2.50 to \$3.50; 400 guests.
- Cincinnati: *Grand Hotel*, \$4.00; 600 guests. *Burnet House*, \$3.50; 500 guests. *Gibson House*, \$3.00 to \$4.00; 300 guests.
- Cleveland, Ohio: *Kennard House*, \$3.50; 350 guests. *Weddell House*, \$3.50; 300 guests.
- **CLIFTON HOUSE, Niagara Falls (summer), \$3.50, \$21.00 per week; 300 guests.
- Clinton, Iowa: *Revere House*, 50 guests.
- Clyde, N. Y.: *Clyde Hotel*, \$2.00; 40 guests.
- Cohoes: *Cohoes House*, \$2.00; 75 guests.
- Cold Spring, N. Y.: *Pacific*, \$2.50; 50 guests.
- Coldwater, Mich.: *Southern Michigan House*, \$2.50; 75 guests.
- Colorado Springs: *Lafonte House*, \$4.00; 75 guests.
- Columbia, S. C.: *Wheeler House*, 100 guests.
- Columbus, Ohio: *Neil House*, \$3.00; 250 guests. *American*, \$3.00; 150 guests.
- Corinne, Utah: *Metropolitan*, \$3.00; 100 guests.
- Corning, N. Y.: *Dickinson House*, \$2.50.

- Council Bluffs: *Pacific House*, \$2.50; 100 guests.
 Cozzens: *West Point*, \$4.00; 400 guests (summer).
 Cranford House, N. H. \$4.00; \$25.00 per week; 300 guests (summer).
 Cresson Springs, Pen.; *Mountain House*, \$3.50; 250 guests (summer).
 Crestline, Ohio: *Continental*, \$2.50; 50 guests.
 Cumberland, Md.: *Queen City*, (station), \$3.00; 150 guests.
 Cushings Island, Maine: *Ottawa*, \$3.50; 200 guests.
 Davenport, Iowa: *Burtis House*, \$2.50; 100 guests.
 Dayton, O.: *Beckel House*, \$3.00; 150 guests. *Phillips'*, \$2.50; 100 guests.
 Denver, Colorado: *Windsor, Grand Central, American, Inter-Ocean*.
 Des Moines: *Savory House*, \$3.00; 100 guests. *Abron House*, \$3.00; 75 guests.
 Detroit: *Biddle House*, \$3.50; 250 guests. *Russell House*, \$3.00; 200 guests. *Michigan Exchange*, \$2.50; 200 guests.
 Dixon, Ill.: *Nachusa House*, \$2.50; 100 guests.
 Dubuque: *Julian House*, \$3.00; 150 guests. *Lorimer House*, \$2.50; 100 guests.
 Duluth, Minn.: *Clarke House*, \$2.50; 150 guests.
 Dunkirk, N. Y.: *Erie Hotel*, \$2.50; 100 guests.
 Easton, Pa.: *United States*, \$3.00; 150 guests.
 Elizabeth, N. J.: *Sheridan*, \$3.00; 100 guests.
 Elko, Neb.: *Cosmopolitan*, \$3.00; 50 guests.
 Ellsworth, Kansas: *Drovers'*, \$2.50; 50 guests.
 Elmira, N. Y.: *Rathbun House*, \$4.00; 200 guests.
 Erie, Pa.: *Reed House*, \$3.00; 250 guests.
 Escanaba: *Tilden House*.
 Evanston, Wy.: *Railroad House*, \$4.00; 75 guests.
 FAYAN HOUSE, *White Mountains*, \$4.50; 500 guests (summer).
 Fort Edward, N. Y.: *Eldridge House*, \$2.50; 50 guests.
 Fort Wayne, Ind.: *Eveline House*, \$3.00; 150 guests. *Mayer*, \$2.00; 50 guests.
 Fredericksburg, Va.: *Exchange Hotel*, \$2.50; 50 guests.
 Galesburg, Ill.: *Depot Hotel*, \$2.00; 50 guests.
 Galveston: *Tremont House*.
 Garrisons, N. Y.: *Highland House*, \$4.00; 200 guests (summer).
 Geneva, N. Y.: *Franklin House*, \$3.00; 100 guests.
 George, Lake, at Caldwell: *Fort William Henry Hotel*, \$5.00; 600 guests.
 Glens Falls, N. Y.: *Rockwell House*, \$3.00; 150 guests.
 Glen House, N. H.: \$4.00; \$25 per week; 400 guests (summer).
 Gordonsville, Va.: *St John's*, \$2.00.
 Gorham, N. H.: *Gorham House*, \$3.00; 50 guests.
 Greeley, Colorado: *Barnum House*, \$3.00; 50 guests.
 Green Bay: *Beaumont House*.
 Greenfield, Mass.: *Mansion*, \$3.00; 75 guests.
 Greenville, Moosehead Lake: *Lake House*.
 Grinnell, Iowa: *Grinnell*, \$2.50; 50 guests.
 Halifax, N. S.: *The Halifax International*.
 Hamilton, Canada: *Royal Hotel*, \$3.00; 75 guests. *Derby*, \$2.00; 50 guests.
 Hanover, N. H.: *Dartmouth House*, \$2.50; 75 guests.
 Harrisburgh, Pa.: *Lochiel*, \$3.00; 150 guests.
 Hartford, Conn.: *Allyn*, \$3.00; 200 guests. *United States*, \$2.50; 150 guests.

- Hillsdale, Mich.: *Waldron House*, \$2.00; 75 guests.
 Holly Springs, Miss.: *Schuyler House*, \$2.50; 50 guests.
 Hornellsville, N. Y.: *Nichol's House*, \$2.50; 75 guests.
 Hot Springs, Ark.: *Arlington*.
 Houston, Texas: *Barnes House*.
 Hudson, N. Y.: *Hudson House*, \$2.50; 75 guests.
 Huntsville, Ala.: *Huntsville House*, \$3.00; 75 guests.
 Indianapolis: *Bates' House*, \$3.00; 250 guests. *Mason House*, \$3.00; 100 guests.
 Iowa City: *Clinton Hotel*, \$2.50; 75 guests.
 Island Pond, Vt.: *Island Pond House*, \$3.00; 100 guests.
 Ithaca, N. Y.: *Ithaca Hotel*, \$3.00; 150 guests. *Clinton House*, \$3.00; 100 guests.
 Jackson, Miss.: *Edwards' Hotel*, \$3.00; 150 guests.
 Jackson, Mich.: *Hibbard House*, \$2.50; 100 guests.
 Jacksonville, Fla.: *Grand National*, \$4.00; \$25 per week; 200 guests. *St James'*, \$4.00; \$25 per week; 150 guests. *Metropolitan*, \$3.00; \$20 per week; 100 guests. All open in winter only.
 Jersey City: *Taylor's Hotel*, on European plan; 250 guests. *American*, \$2.50; 100 guests.
 Johnstown, Pa.: *Johnstown House*, \$2.00; 50 guests.
 Joliet, Ill.: *Robertson's*, \$2.50; 75 guests.
 Kalamazoo, Mich.: *Kalamazoo House*, \$3.00; 75 guests.
 Kansas City, Mo.; *St James'*, \$3.50 to \$4.00; 200 guests. *Coates'*, \$3.00; 150 guests. *Lindall House*, \$3.00; 100 guests.
 Kenosha, Wis.: *American*, \$2.00.
 Keokuk, Iowa: *Patterson House*, \$3.00; 100 guests.
 Kineo, Maine: *Kineo House*.
 Kingston, Canada: *British American*, \$2.50; 150 guests. *Anglo-American*, \$2.50; 100 guests.
 Knoxville, Tenn.: *Le Mar House*, \$3.00; 150 guests.
 La Crosse, Wis.: *International*, \$3.00; 100 guests.
 Laselle, Ill.: *Hathaway House*, \$2.00; 75 guests.
 Lawrence, Mass.: *Franklin*, \$2.50; 75 guests.
 Lawrence, Kansas: *Ludington House*, \$3.00; 75 guests.
 Leavenworth, Kansas: *Planters'*, \$3.00; 75 guests.
 Lincoln, Neb.: *Douglass*, \$3.00; 150 guests.
 Little Falls, N. Y.: *Girvan House*, \$2.00; 50 guests.
 Littleton, N. H.: *THAYER'S*, \$3.00; \$15 per week.
 Little Rock, Ark.: *Capital House*.
 Lockport, N. Y.: *Judson House*, \$2.00; 75 guests.
 London, Canada: *Tecumseh*, \$2.50; 100 guests.
 Long Branch, N. J.: *West End*, \$4.50; 600 guests. *Ocean*, \$4.50; 600 guests. *Honland's*, United States. All summer hotels.
 Los Angeles, California: *Pico House*, \$2.50; 100 guests. *Grand Central*, \$2.50; 100 guests.
 Louisville, Ky.: *Galt House*, \$4.00; 500 guests. *Louisville Hotel*, \$3.00; 250 guests.
 Lynchburgh, Va.: *Norval House*, \$3.00; 100 guests.
 Lynn, Mass.: *Sagamore House*, \$3.00; 125 guests.
 Madison, Wis.: *Park Hotel*, \$3.00; 250 guests. *Vilas House*, \$3.00; 200 guests.
 Magnolia, Fla.: *Magnolia House*, \$4.00; \$25.00 per week; 100 guests (winter only).
 Mansfield, O.: *Wiler House*, \$2.50.
 Marquette: *Cozzens Hotel*. *North Western Hotel*.

- Marshall, Mich. : *Forbes House*, \$2.00; 100 guests.
- Massillon, O. : *American House*, \$2.00.
- Memphis, Tenn. : *Overton House*, \$4.00; 200 guests. *Peabody*, \$4.00; 150 guests.
- Memphremagog Lake, at Newport; *Memphremagog House*, \$3.00; 200 guests (summer).
- Middlebury, Vt. : *Addison House*, \$2.00; 50 guests.
- Milledgeville, Ga. : *Milledgeville Hotel*, \$3.00; 75 guests.
- Milwaukee, Miss. : *Plankinton House*, \$3.50; 300 guests. *Newhall House*, \$3.00; 250 guests.
- Minneapolis, Minn. : *Nicolet House*, \$3.00; 150 guests.
- Mobile : *Battle House*, \$3.00; 250 guests. *Gulf City*, \$3.00; 200 guests. *Laclede*, \$3.00; 150 guests.
- Montgomery, Ala. : *Exchange*, \$3.00; 150 guests.
- Montreal, Canada : ***WINDSOR*, \$4.00; 300 guests, new, and one of the best hotels in America. *Ottawa*, \$3.50; 200 guests.
- Mount Desert : at *Bar Harbour. Gd. Central. Bay View. Hamor. Rodick. Rockaway. Eden. Atlantic Ocean. At S. W. Harbour, Island House. Ocean. Freeman.* Board \$10 to \$12 per week.
- Muscataine, Iowa : *Ogilvie House*, \$3.00; 150 guests.
- Nashville, Tenn. : *Maxwell House*, \$4.00; 200 guests.
- Natchez, Miss. : *Pollock's*, \$3.00; 100 guests. *Exchange*, \$3.00; 75 guests.
- Newark, O. : *American*, \$2.00.
- Newark, N. J. : *Continental*, \$3.00; 100 guests. *Passaic*, \$2.50; 100 guests.
- New Brunswick, N. J. : *City Hotel*, \$3.00; 50 guests.
- Newburgh, N. Y. : *United States*, \$3.00; 100 guests.
- Newburyport, Mass. : *Merrimac House*, \$2.50; 75 guests.
- New Haven, Conn. : *New Haven*, \$4.00; 150 guests.
- New London, Conn. : *Crocker's*, \$3.50; 150 guests.
- New Orleans : *St Charles*, \$4.00; 400 guests. *City*, \$3.50; 300 guests.
- Newport, R. I. : *Ocean*, \$5.00; 400 guests (summer). *Aquidneck House*, \$4.00; 100 guests.
- New York : ***FIFTH AVENUE HOTEL*, \$4.00; 700 guests. *Windsor*, \$4.00; 700 guests. *St Nicholas. Grand Central. New York Hotel. Sturtevant*, \$2.50 to \$3.00. *Clarendon*, \$5.00; 200 guests. On the European plan are *Astor*, **BREVOORT best*, *Brunswick*, *Coleman*, *Everett*, *Grand*, *St James*, *Union Square*.
- Niagara Falls : *Cataract*, \$4.50; 400 guests. *International*, dear. On Canada side : ***CLIFTON HOUSE*, \$3.50; 300 guests. Excellent, see p. 62.
- Northampton, Mass. : *Mansion*, \$3.00; 100 guests. *Round Hill House*, \$3.00; \$18 per week (summer); 150 guests.
- Norwalk, Conn. : *Norwalk House*, \$2.50.
- Nyack, N. Y. : *Mansfield House*, \$3.50; 100 guests.
- Oakland, Cal. : *Grand Central*, \$3.00; 200 guests. *Newland's*, \$2.50; 100 guests.
- Oberlin, O. : *Park House*, \$2.00.
- Ogden, Utah : *Depôt House*, \$4.00; 150 guests.
- Ogdensburgh : *Seymour House*.
- Old Orchard Beach, Maine : *Ocean*, \$3.50; 300 guests (summer). *Old Orchard House*, \$3.00.
- Omaha, Neb. : *Grand Central*, \$3.50; 200 guests. *Metropolitan*, \$2.50; 100 guests.
- Ottawa, Ill. : *Clifton*, \$3.00.
- Ottawa, Canada : *Russell House, Daniels'*.
- Oswego, N. Y. : *Central House*, \$2.00. *Daniels'*, \$2.00; 100 guests.

- Palatka, Fla. : *Putnam*, \$3.00; \$18.00 per week (winter); 100 guests.
 Palmyra, N. Y. : *Palmyra House*, \$2.00.
 Paterson, N. J. : *Hamilton House*, \$3.00; 100 guests.
 Peekskill, N. Y.
 Philadelphia : **LAFAYETTE*, on both the European and American plans, one of the best hotels in America. *St George*. *Continental*. *Aldine*, new, for families. *La Pierre*, *Girard*. *Colonnade*.
 Pittsburgh : *Monongahela*, \$4.00; 400 guests. *Depbt House*, \$3.50; 250 guests. *Central*, \$3.00; 150 guests.
 Plattsburgh, N. Y. : *Cumberland*, \$2.50; 150 guests. *Witherell's*, \$2.50; 100 guests. *Fouquet's*, \$3.50; 150 guests.
 Plymouth, N. H. : *Pemigewasset House*, \$3.50; 300 guests.
 Portage : *Cascade Hotel*, \$2.50; 75 guests (summer).
 Port Henry, N. Y. : *Lee House*, \$2.00.
 Port Huron, Mich. : *Huron House*, \$2.50.
 Portland, Maine : *Falmouth*, \$3.50; 250 guests. *Preble House*, \$3.00; 150 guests.
 Portland, Oregon : *Clarendon*.
 Port Sarnia, Canada : *Bellchamber*, \$2.00.
 Portsmouth, N. H. : *Rockingham House*, \$3.50; 150 guests. *Kearse*, \$2.50; 100 guests.
 Poughkeepsie, N. Y. : *Morgan House*, \$3.00; 100 guests.
 Prescott, Canada : *Daniels' Hotel*, \$2.50.
 Princeton, N. J. : *Mansion House*, \$3.00.
 **PROFILE HOUSE*, White Mountains, \$4.00; 600 guests (summer).
 Providence, R. I. : *Narragansett House*, \$3.00 to \$4.00; 500 guests.
 Pueblo, Colorado : *Lindell Hotel*.
 Quebec, Canada : *St Louis*, \$4.00; 250 guests. *Russell House*, \$3.00; 200 guests.
 Quincy, Ill. : *Quincy House*, \$3.00.
 Racine, Wis. : *Congress Hall*.
 Reading, Pa. : *Mansion House*, \$3.00.
 Reno, Nevada : *Depbt Hotel*, \$3.00; 100 guests.
 Rhinebeck, N. Y. : *Rhinecliff House*, \$2.50.
 Richmond, Va. : *Ballard's and Exchange*, \$3.00; 150 guests. *Ford's*, \$3.00; 100 guests.
 Rochester, N. Y. : *Osborn House*, \$4.00; 200 guests. *Brackett House*, \$3.00; 150 guests.
 Rock Island, Ill. : *Harper*, \$3.00; 150 guests.
 Rockland, Maine : *Thorndike House*.
 Rome, N. Y. : *Stanwix*, \$3.00.
 Rondout, N. Y. : *Mansion House*, 3.00.
 Rouse's Point : *Massachusetts House*, \$2.00.
 Rutland, Vt. : *Bates' House*, \$3.00; 150 guests. *Bardwell's Hotel*, \$3.00; 150 guests.
 Saco, Maine : *Saco*, \$2.00.
 Sacramento, Cal. : *Grand Hotel*, \$3.00; 250 guests. *Capital*, \$2.50; 150 guests.
 St Albans, Vt. : *Weldon House*, \$3.00; 150 guests. *American*, \$2.00; 100 guests.
 St Augustine, Fla. : *St Augustine*, \$4.50; \$25 per week; 200 guests. *Magnolia*, \$3.50; \$20 per week; 150 guests.
 St Catherine's, Canada : *Stevenson's* \$2.50; 150 guests (summer). *Weland House*, \$2.00; 100 guests.
 St Johns, N. B. : *Park*. *Waverley*.
 St Louis : *Lindall*, \$4.00; 500 guests. *Southern* (burned May 1877). *Laclede*, \$4.00; 400 guests. *Planters*, \$3.00; 250 guests. *Barnum's*, \$3.00; 200 guests.
 St Johnsbury, Vt. : *St Johnsbury House*, \$2.00; 100 guests.
 St Paul, Minn. : *Metropolitan*, \$3.00; 200 guests. *Park Place*, \$3.00; 150 guests. *Revere*, \$2.00; 100 guests.
 Salem, Mass. : *Essex House*, \$3.00.
 Salem, O. : *Dellenbaugh*, \$2.50.

- Salt Lake City: *Walker House*, \$3.50; 200 guests. *Townsend House*, \$3.00; 200 guests.
- San Antonio, Texas: *Menger House*. *Horá House*.
- San Francisco: *Palace Hotel*, \$3.00 to \$5.00; 1,000 guests. *Baldwin Grand Hotel*, \$3.00; 600 guests. *Occidental*, \$3.00; 500 guests. *Lick House*, \$3.00; 400 guests. *Cosmopolitan*, \$3.00; 400 guests.
- Saratoga Springs: *Grand Union*, \$4.50; 1,200 guests. *United States*, \$4.50; 1,200 guests. *Congress Hall*, \$4.00; 800 guests. *Clarendon*, \$4.50; 250 guests. *Windsor*.
- Savannah: *Pulaski House*, \$4.00; 250 guests. *Scriven House*, \$4.00; 200 guests.
- Saybrook, Conn.: *Fenwick Hall*, \$4.00; 200 guests (summer).
- Schenectady, N. Y.: *Given's Hotel*, \$3.00.
- Sherbrooke, Canada: *Magog House* \$2.00; 100 guests.
- Sing Sing, N. Y.: *Hoffman House*, \$2.00.
- Springfield, Mass.: *HAYNES, \$3.00 to \$4.00; 250 guests; free carriage from depôt. *Massasoit*, \$4.00; 200 guests; adjoins depôt.
- Springfield, Ill.: *Leland House*, \$3.00; 200 guests.
- Springfield, O.: *Logonda House*, \$2.50; 100 guests.
- Stamford, Conn.: *Stamford House*, \$3.00.
- Stockton, Cal.: *Yosemite*, \$3.00.
- Syracuse, N. Y.: *Vanderbilt*, \$3.50; 200 guests. *Globe*, \$3.50; 150 guests. *Remington*, \$2.50; 100 guests.
- Swampscott, Mass.: *Lincoln, Preston, Ocean*, \$4.00. All summer houses.
- Tadousac, Canada: *Tadousac Hotel*.
- Tarrytown, N. Y.: *Vincent House*, \$3.00.
- Thousand Islands (Alexandria Bay): *Thousand Islands House*, \$4.00; \$25 per week; 350 guests. *Crossman House*, \$4.00; \$21 per week; 300 guests.
- Ticonderoga, N. Y.: *Ticonderoga*, \$3.00.
- Toledo, O.: *Boody House*, \$3.50; 200 guests. *Oliver House*, \$3.00; 150 guests.
- Topeka, Kansas: *Tefft House*. *Fifth Avenue Hotel*.
- Toronto, Canada: *Rossin House Hotel*, \$3.00; 250 guests.
- Trenton, N. J.: *Trenton House*, \$3.00.
- Trenton Falls, N. Y.: *Moore's Hotel*, \$3.50; 150 guests.
- Troy, N. Y.: *Troy House*, \$3.00; 200 guests. *Mansion*, \$3.00; 150 guests. *American*, \$3.50; 100 guests.
- Twin Mountain: *Twin Mountain House*, \$4.50; \$25.00 per week.
- Utica, N. Y.: *Baggs' Hotel*, \$3.50; 200 guests. *Butterfield House*, \$3.50; 200 guests. *Ashmore*, \$2.00; 100 guests.
- Vergennes, Vt.: *Stevens' House*, \$2.00.
- Vicksburgh: *Washington*, \$4.00. *Prentiss*, \$3.50.
- Virginia City, Nevada: *International*, \$3.00.
- Washington, D. C.: *The Arlington*, \$4.00; 450 guests. *Willard's*, \$4.00; 450 guests. *Ebbitt*, \$4.00; 300 guests. *Riggs' House*, \$4.00; 200 guests. *National*, \$3.00; 250 guests. *Metropolitan*, \$3.00; 250 guests.
- Watkins, N. Y.: *Glen Mountain House*, \$3.00; 100 guests (summer). *Lake View House*, \$3.00; 200 guests (summer). *Fall Brook House*.
- Weldon, N. C.: *Weldon House*, \$3.00; 100 guests.
- Wells River, Vt.: *Wells River House*, \$2.00.
- West Point: *West Point Hotel*, \$4.00; 150 guests. *Cozzens*, best.

Whitehall, N. Y. : <i>Half's Hotel</i> , \$2.50.	Worcester, Mass. : <i>Bay State House</i>
White River Junction : <i>Junction Hotel</i> , \$3.50; 50 guests.	\$3.50; 200 guests. <i>Lincoln</i> , \$3.00; 100 guests.
Williamsport, Pa. : <i>Park House</i> , \$3.50; 400 guests.	Yonkers, N. Y. : <i>Peabody</i> , \$3.00; 150 guests.
Wilmington, Del. : <i>Clayton House</i> , \$3.00.	Yosemite, Cal. : <i>Leydigs. Blacks. Walsh and Coulters</i> , all good.
Wilmington N. C. : <i>Purcell House</i> , \$4.00; 100 guests.	
Windsor, Vt. : <i>Windsor Hotel</i> , \$2.00.	Zanesville, O. : <i>Zane House</i> , \$3.00; 150 guests.
Winona, Minn. : <i>Huff House</i> , \$2.00.	



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STEAMERS.

FOREIGN Tourists intending to visit the United States and Canada are not limited in their choice of conveyance. There are no less than ten lines of steamers plying regularly between the various ports of the British Islands and North America. The following are the principal lines:—The *American Line*, the *Anchor Line*, the *Allan Line*, the *Cunard Line*, the *Inman Line*, the *Great Western Line*, the *White Star Line*. For particulars, prices of passage, &c., SEE ADVERTISEMENTS AFTER THE INDEX TO THIS VOLUME.

EXPENSES.

THE cost of travelling in the United States and Canada is now much less than in the parts of Western Europe usually frequented by English tourists. The charges of the hotels conducted on the American plan are fixed, and range from \$5* per day at the first hotels in New York, to \$3, and even \$2, in smaller places. The cost of living

* Five dollars (\$5) may be counted for ordinary purposes as equal to the pound sterling. An English shilling may be counted as equal to 25 cents, 2 shillings to 50 cents,

at hotels kept upon the European plan is very nearly the same in America as in Europe. The fares by railway and steamer are less in America than in any other country. One may travel almost anywhere in the Northern States, or in Canada, and may indulge in the modern luxuries of "Drawing-Room" carriages and "Palace Sleeping-Cars," at about the price of a second class upon the English railways. There is no item of expense in which the comparison is unfavourable to the States except the unimportant one of cab hire; but tourists find street-cars and omnibuses plying everywhere in the large towns, and have little need of the services of cabmen.

It would be impossible to estimate the expenses of travelling in the United States and Canada, as they must depend upon the habits and means of the traveller, and the rapidity with which he travels. Five dollars per day would suffice for his needs while he remains in the large cities. The railway fares on all the lines, except the Pacific Railway, average not far from three cents per mile (1½d. English). Fees to servants are rarely given, and do not form, as in Europe, an appreciable item in the traveller's expenses. The author, who has had a wide experience on both Continents, ventures the assertion that a tour of a given duration in America would cost the tourist, starting from England, less than a tour occupying the same length of time in Western Europe.

LUGGAGE.

EACH traveller upon an American railway or steamer is allowed to take with him, without charge, one hundred pounds of luggage. Practically, the amount allowed exceeds the limit named, as luggage is never weighed unless it seems to the officials to be greatly in excess.

The Check System.—The traveller having bought a ticket for his destination, shows his luggage and his ticket to the baggage master, who attaches a small numbered brass plate to each parcel with a leather thong, and gives to the traveller a check for each piece of baggage, similar in form and number to that appended to such piece. The railroad now becomes responsible (within certain limits of weight and value) for the baggage, which is to be given up only on the presentation of the duplicate check, which is in the traveller's possession. Trunks may be thus despatched from New York to Montreal, New York to Chicago, &c., without trouble, and if their owner is delayed on the route, they are stored safely at their destined station until he calls. On presentation of the check at the baggage-room of the station to which the baggage has been sent, it is given up to the owner or his hotel porter. The large hotels have coaches at the railroad stations, on the arrival of through trains, and their porters will take the duplicate checks, get the trunks, and carry them to the hotel.

and 4 shillings to the American dollar. The currency of Canada is in dollars, which are of the same nominal value as the American dollar.

RAILWAY AND STEAMBOAT TRAVELLING.

RAILWAY and steamboat travelling in America are much more comfortable and less expensive than in Europe. All passenger trains are composed of first-class carriages only. The average fare is about three cents (1½d.) per mile; on steamboats it rarely exceeds two cents (1d.). Besides the ordinary fare by rail, travellers who prefer the "drawing-room" carriages pay a small additional charge, equal to about two dollars for a whole day for places therein. They are splendidly fitted up with easy chairs and sofas, retiring rooms, &c. On all night trains "sleeping cars" are run for a bed in which the traveller pays two dollars per night or thereabouts.

On steamers running in the night time there is an extra charge for a state-room, generally from one to two dollars, but the traveller is entitled to a sleeping-berth in the lower cabin without charge. Meals on the steamers are charged extra.

Tickets on the railways should be purchased at the office before starting, otherwise a small additional charge will be made. If a long journey over various roads is intended, it is cheaper and more convenient to buy a through ticket to the end of the route, or for as long a distance as possible. On the steamboats, the tickets for passage will be purchased at leisure, after starting, at the captain's office.

"In making this journey at night we introduced ourselves to the thoroughly American institution of sleeping-cars;—that is, of cars in which beds are made up for travellers. The traveller may have a whole bed, or half a bed, or no bed at all as he pleases, paying a dollar or half a dollar extra should he choose the partial or full fruition of a couch. I confess I have always taken a delight in seeing these beds made up, and consider that the operations of the change are generally as well executed as the manœuvres of any pantomime at Drury Lane. The work is usually done by negroes or coloured men; and the domestic negroes of America are always light-handed and adroit. For every four seats the negro builds up four beds, — that is, four half-beds or accommodation for four persons. Two are supposed to be below on the level of the ordinary four seats, and two up above on shelves which are let down from the roof. Mattresses slip out from one nook and pillows from another. Blankets are added, and the bed is ready."—*Anthony Trollope*.

HOTELS.

FOREIGN tourists, especially those visiting America for the first time and who desire to see something of the peculiar institutions of the country, would do well to select as their place of residence one of the palatial hotels on the "American plan," as the Fifth Avenue Hotel, and the Windsor Hotel at New York. Everything that money can supply has been lavished to render these establishments comfortable and attractive. Few of the palaces of the Old World are more splendidly furnished and embellished, and nowhere can the traveller find more real comfort. Here he may mingle with the throng of guests, or if he so prefers, may enjoy com-

parative privacy. Those who prefer not to pay a fixed price and who seek the greater privacy of the "European" style of hotel keeping, will find establishments of that kind in all the great cities.

The price charged for room, attendance, meals, and lights (gas is found in all the rooms) in the best hotels on the American plan in the cities is four to five dollars per day. One may have a comfortable chamber and take his meals at one of the best of the hotels on the European plan for from three to six dollars per day. In country places the prices range from two to three dollars per day. It is not the custom in America as in Europe to fee the servants at the hotels, except some especial service has been rendered.

FUNDS.

HE currency of the United States East of California consists chiefly of paper money, which has for years been at a discount. The notes are of two kinds; those issued by the Treasury, usually called "Green-backs," and the notes of the "National" banks, based upon Government bonds. These notes are of denominations of 1, 2, 5, 10, 20, 50, 100, 500, and 1,000 dollars. Besides these, fractional currency has been issued consisting of notes of 10, 15, 25, and 50 cents. In California the currency still consists of gold and silver coin, or notes redeemable in coin.

In Canada gold and silver circulate, but the currency consists largely of bank notes issued by the banks and redeemable in coin.

English travellers intending to visit America may purchase letters of credit from several leading banking houses in London, available in all parts of the United States and Canada. Such letters are furnished by Baring, Brothers, & Co.; Brown, Shipley, & Co.; Seligman, Brothers and others. Bank of England notes are always saleable, in the large towns, at their full value. The English shilling may be counted for ordinary purposes as equal to twenty-five cents, or a quarter of a dollar, ten shillings to two and one-half dollars, and the pound sterling to five dollars.

The most convenient as well as the safest and most economical plan for travellers visiting the United States and Canada, would be to purchase *circular notes* of small denominations, which are everywhere cashed at sight and without the necessity of references or identification on the part of the person presenting them. Such notes are issued without charge by the well known house of Morton, Rose & Co., whose arrangements in the United States and Canada are such as materially promote the comfort of their travelling clients. Their circular notes are accompanied by letters of indication which afford a very desirable introduction and identification.



GUIDE TO THE UNITED STATES AND CANADA.

ROUTE 1.

NEW YORK AND VICINITY.

NEW YORK.

IN approaching New York from the sea, the first land visible is Long Island, which is usually seen about four hours before the bar at Sandy Hook is reached. Crossing the bar and leaving on the left the lofty lighthouses which crown the summit of the Highlands of the Neversink, the steamer turns northward, and crossing the Lower Bay, enters the Narrows, on the western side of which is the beautiful Staten Island, thought by many to resemble the Isle of Wight, and on the other side Long Island with Fort Hamilton, and near it, in the stream,

Fort Lafayette, noted as the place of confinement of political prisoners during the war of secession. Three miles farther on, on the left, is the Quarantine station, near which all incoming ships must anchor to receive the visit of the health officer. Six miles farther on is the city of New York, directly north; on the left of the city is the Hudson River, on the western bank of which is seen Jersey City. On the right is the city of Brooklyn, separated from New York by the East River. The several small islands in the bay are occupied by the Government as military stations.

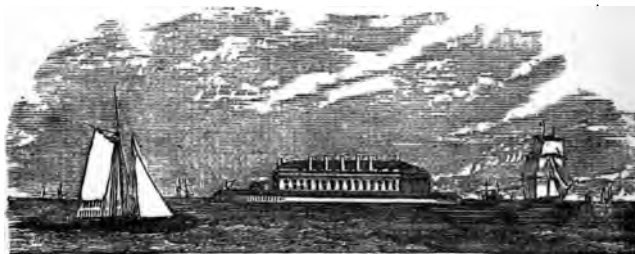
The steamers of the Cunard, North German Lloyd, and Hamburg Lines land their passengers on the New Jersey side, opposite New York; those of the other lines, at piers along the North River, in the city itself.

The luggage of passengers is placed upon the covered wharf by the steamship companies, where it is examined by the officers of the customs.

Coaches from the principal hotels and hackney carriages are always in attendance near the wharf. A bargain should always be made with the coachman before the luggage is placed upon his vehicle, New York hackmen being proverbially extortionate.

best hotel on the American continent. **THE WINDSOR**, a large and good hotel, a little too far from the centre of the city. *The St Nicholas*, and *Grand Central*, also on Broadway, much frequented by business men. *The Clarendon*, a small and well-managed house on 4th Avenue, corner of 17th street. *New York Hotel*, and many others.

ON THE EUROPEAN PLAN.—**THE BREVOORT**, a well-situated and quiet



PORT LAFAYETTE.

HOTELS.

ON THE AMERICAN PLAN.—**THE FIFTH AVENUE HOTEL**, at the intersection of the Fifth Avenue and Broadway, and opposite Madison Square, in a quarter most accessible by street cars and omnibus from all parts of the city, a superb white marble edifice, fitted up internally with great elegance and admirably conducted. It is admittedly the

hotel with a restaurant of peculiar excellence, largely patronised by English tourists. **THE GRAND HOTEL**, at the corner of Broadway and 31st street. *The Everett House*, **HOFFMAN**, *Brunswick*, *St James*, and many others.

RESTAURANTS are connected with all hotels kept on the European plan. Guests of the hotel or strangers are served in them, the prices being fixed and printed upon the bills of fare. Among the restaurants not connected

with hotels is *Delmonico's*, corner of Fifth Avenue and 26th street, esteemed the best in America; *Parter's*, Broadway and 34th street; *Geyer's*, 734 and 736 Broadway; *lauch*, 864 Broadway.

CONSULS.—British, 17, Broadway; German, 117, Broadway.

POST OFFICE.—City Hall Park, open all day except on Sundays, when it is open from 9 to 11 A.M.

PUBLIC CARRIAGES.

Hack Fares.

1 passenger, not exceeding 1 mile . . .	\$0 50
2 passengers, not exceeding 1 mile . . .	\$0 75
Every additional passenger . . .	37¢.
Every passenger, exceeding 1 mile and within 2 miles . . .	\$0 75
Every additional passenger . . .	37¢.
1 passenger to 40th street, remain half an hour, and return . . .	\$1 50
Every additional passenger . . .	\$0 50
1 passenger to 61st street, remain three quarters of an hour, and return . . .	\$2 00
Every additional passenger . . .	\$0 50
1 or more passengers to Harlem or High Bridge, and remain three hours . . .	\$5 00
1 or more passengers to King's Bridge and return, with privilege of carriage all day . . .	\$5 00
Use of a hackney-coach or carriage by the day, with one or more passengers . . .	\$5 00
Use of a hackney-coach or carriage by the hour, with privilege of going from place to place, and stopping as often as required . . .	\$1 00

When the hiring of a hackney-coach or carriage is not at the time specified to be by the day or hour, it shall be deemed by the mile.

Children between two and fourteen years of age, half price; under two years, no charge.

Whenever a hackney-coach or carriage shall be detained, except as aforesaid, the owner or driver shall be allowed, at the rate of 75 cents an hour.

Every passenger will be allowed one

trunk, valise, saddle-bag, carpet-bag, portmanteau, or box, as baggage; for every additional trunk or article named, 6 cents.

The number shall be placed on each carriage or coach, and the license and tariff of rates posted therein; and the driver shall furnish each passenger with a card, containing his number, license, and residence.

In case of differences as to price or distance, passengers will report the number of the carriage to the Mayor, at the City Hall, for advice or redress.

OMNIBUSES (called "stages") run from Fulton Ferry, by Broadway, University Place, 14th, and 5th avenue, to 46th street, returning over the same route; from South Ferry, by Broadway, 23d, and 9th avenue, to 30th street, returning the same way; 14th street, to Avenue A; from Wall street Ferry, by Wall, Broadway, 23d and Madison avenue, to 42d street. The fare on these lines is 10 cents.

HORSE-CARS.—The fare on most of the lines is 5 c. Park Place to Central Park, by Church and Greene streets and 7th avenue; Astor House (Vesey street) to Central Park, by West Broadway, Varick street, and 6th avenue; Astor House to Central Park, by Canal, Hudson, and 8th avenue; Astor House to Grand Central Depot and Harlem, by Park Row, Chatham street, Bowery, and 3rd avenue; Astor House to Hunter's Point Ferry, by Park Row, Centre, Grand, Bowery, 4th avenue, 32d and 34th streets; Astor House to 34th street Ferry, by Chatham street, East Broadway, Avenues B and A, and 1st avenue; Astor House to 86th street, by Centre, Bowery, 4th and Madison avenues; corner Broadway and Canal street to 43d street, by Varick street, and 6th avenue corner Broadway and Canal street to Central Park, by Canal Hudson, and 8th avenue; corner Broadway and Ann street through Chatham, East Broadway, Avenues B and A; corner Broadway and Broome to Central Park, by 7th avenue; corner Broadway and Fulton to 54th street, by Greenwich street and 9th avenue; Peck Slip to Harlem (128th street) by Oliver street, Bowery, and 2d avenue; South Ferry to Central Park, by West street and 10th avenue; South Ferry to Central Park by the East River Ferries, 1st avenue, and 59th street; Fulton Ferry through Centre and Bleecker streets to

10th avenue; Grand street Ferry to Desbrosses street Ferry by Grand and Vestry streets; Grand St. Ferry to Courtlandt street Ferry; Grand street Ferry to 42d street (Weehawken) Ferry; corner Chambers and West streets to 42d street Depot. THE ELEVATED RAILWAYS now convey passengers rapidly and cheaply from the lower end of the city to its northern limits, making repeated stoppages at intermediate stations.

THEATRES.—The Grand Opera House (corner of 8th avenue, and 23d street) is an elegant marble building, which is chiefly used for dramatic representations; the Academy of Music (99 E. 14th street) is the favourite home of the opera; Booth's Theatre (corner of 6th avenue and 23d street) devoted to Shakespeare's plays, and others of high grade; Wallack's (Broadway, corner of 13th street) is a favourite resort for lovers of legitimate comedy; Fifth Avenue Theatre (Broadway and 28th street), the Union Square (4th avenue and 14th street), Park (Broadway, corner 22nd street), Lyceum (14th street and 6th avenue), the Comique (514 Broadway), and others. Sensational tragedies and spectacles are played in the Bowery Theatre (Bowery, near Grand street). The Stadt Theatre (37 Bowery) is devoted to German plays and operas. There are numerous well-arranged German beer-gardens in the city, where music and dancing are given.

RAILWAYS.—To Montreal, *viâ* Albany; to Chicago, *viâ* Albany; and to Boston; station at 42d street and 4th avenue. To Buffalo and Chicago, by Erie Railway, station, foot of Chambers street, and foot of 23d street, North River. To Philadelphia and Washington, stations, foot of Courtlandt street and of Desbrosses street.

HISTORY.

Manhattan (now New York) Island was discovered by Verranzani, a Florentine, whom Francis I. sent in 1524 to explore the coast of North America. The honour of the dis-

covery is generally awarded to Hendrick Hudson, a navigator in the employ of the Dutch East India Company, who, in the "Half Moon," entered New York Bay in the fall of 1609, and subsequently sailed up the river which now bears his name. The Dutch claimed the new territory by right of discovery; and a few years later a company was formed in Holland to encourage emigration hither. In 1625, a permanent settlement was made; and in 1626, Peter Minuit, the Director of the New Amsterdam Company, purchased Manhattan Island for 60 guilders, or \$24. On the 4th of April, 1652, a government was established, and the city incorporated under the name of "New Amsterdam." Twelve years later, the English captured it and changed its name to *New York*, in honour of the Duke of York; in 1673 it was re-captured by the Dutch, and its name changed to *New Orange*; a year later it reverted to the English by treaty, who held it until 1783, when the independence of the United States was established. At this time, the population of the city was 23,000. In 1789, Washington was inaugurated as first President of the United States. Free schools were established in the city in 1797, and incorporated in 1805. In 1807, steam navigation was first accomplished on the Hudson River; the first steam ferry to Brooklyn was established in 1814; in 1817, the first regular line of packet ships to Liverpool was started; and in 1819, the first savings' bank was opened. Gas was introduced into the city in 1825, and water from the Croton River in 1842. The following is a table of census returns of the population of the city from 1653 to 1870:—

1653	1,120
1661	1,743



BOWLING GREEN.

1675	2,580
1696	4,455
1730	8,256
1756	10,530
1774	22,861
1788	23,688
1790	33,131
1800	60,489
1805	75,587
1810	96,373
1820	123,706
1825	166,136
1830	202,589
1835	270,089
1840	312,710
1845	371,280
1850	515,394
1855	629,810
1860	813,669
1865	726,386
1870	926,341

The census returns of 1865 are universally acknowledged to have been inaccurate, and it is believed that the present population of the city is at least 1,300,000 (1880).

TOPOGRAPHY.

The lower end of the city is very narrow, the western shore of the island is free from indentations, while the eastern shore is quite irregular. The island rapidly widens from the Battery to Corlear's Hook, near the foot of Grand-street, where it is about two miles wide. It maintains this width to Harlem, eight and a half miles from the Battery. Then it diminishes to less than a mile in width for the remainder of the distance to Spuyten Duyvil Creek, thirteen and a half miles from the Battery. Broadway, which begins at the Battery, runs northward through the centre and highest portion of the island, as far as Tenth-street, where it bends to the westward, and finally runs close to and nearly parallel with the Hudson

River bank. At Twenty-third street, Fifth avenue crosses Broadway to the east, and continues in a straight line along the centre of the island. On the eastern side, commencing at the head of Chatham-square, and ending at Fourth street, the main thoroughfare is the Bowery. Below Fourteenth-street the streets are irregularly laid out, but above that point the avenues and streets run at right angles to each other—the direction of the former being nearly north and south, and the latter east and west, from river to river. From the commencement of Fifth avenue, at Waverley-place, the streets are numbered from it in each direction, and are designated East and West, according to their position relative to the avenues, *e.g.*, East Fourteenth street being that portion of the street between Fifth avenue and the East river, and West Fourteenth that portion between Fifth avenue and the Hudson River. Attention is called to this, as it is of interest to strangers, who, in the event of losing their way, have only to remember the facts mentioned to ascertain their bearings at once.

DESCRIPTION.

The stranger who visits New York for the first time, and who wishes to acquaint himself with its most interesting features in the briefest possible time, would do well to commence his tour of inspection at the Battery near the foot of Broadway. This beautiful little park contains about twelve acres, and is adorned with large trees. It affords fine views of the Bay and surrounding country. The name is derived from an ancient battery placed here by the early Dutch inhabitants. Many years ago it was a favourite resort of the citizens, but since private residences no longer exist in that part of the city,

it is little resorted to by pleasure-seekers. On its western side stands Castle Garden, originally a detached fort, surrounded by water, and called Castle Clinton, in honour of the first republican governor of the State. It was built in 1807 by the Government as a fortification, and ceded to the city in 1823. Subsequently it was converted into a place of amusement, and was the opera-house of the city, and the scene of Jenny Lind's first triumph in this country. The grounds of the Battery have been extended to it, and at present it is used as an emigrant dépôt, where foreigners, landing in New York and intending to settle at the West or elsewhere, are provided with tickets and started on their way without any unnecessary expense, and are protected from swindling. It is under the management of commissioners appointed and paid by the State, and is the most frequented and best managed establishment of the kind in the world.

After visiting Castle Garden, the tourist would do well to secure a place upon one of the Broadway omnibuses, which start once in five minutes from the South Ferry at the Eastern side of the Battery, and run up Broadway. We shall presume that he selects the stage marked Broadway to Twenty-third street, which follows, as far as the Fifth-avenue Hotel, the best built and busiest street in the whole world.

Leaving the ferry, he will pass through the narrow and unattractive extension of Broadway called Whitehall street, and will reach the small enclosure called Bowling Green, at which Broadway properly begins. Around this diminutive park were once the residences of the aristocracy. Prior to the Revolution, it contained a leaden statue of George III., erected in 1770, which the people patriotically melted into bullets in July 1776.

Fronting this green, on the west, was formerly the "King's Arms Tavern," the headquarters of Gen. Gage, the commander of the British forces at the time of the breaking out of the Revolution; this tavern, it may be added, was built on the site of "Kriger's Tavern," the fashionable hotel of the earlier Dutch settlers.

Passing along the lines of well-built warehouses devoted to wholesale trade, the tourist reaches (half a mile from the Battery) *Trinity Church*, at the head of Wall-street. It is a Gothic building of brown stone, with a spire 284 feet high. The interior is 192 feet long and 60 feet high, with a deep chancel lighted by a superb window, and with columns separating the nave from the aisles. The church is open all the week, and the ascent of the spire (308 steps; small fee to the sexton) should be made for the sake of the view from the top. To the south is the harbour with its fleets and islands and Staten Island in the distance; to the west, across the Hudson, are Jersey City, Newark, and Elizabeth; and up the river from Jersey City are Hoboken and Weehawken, with the Palisades and the distant Highlands in the north. Broadway runs north-east for two miles to Grace Church, and the great mass of the city is seen on either hand; while the course of East River may be followed southward from above Blackwell's Island, Astoria, and Greenpoint, to Brooklyn and Greenwood Cemetery. Directly below is the crowded Wall-street, along whose line ran the exterior walls of New-Amsterdam. There is a large graveyard about the church, in which are buried Alexander Hamilton, Captain Lawrence (of the Chesapeake), and other noted men, while in one corner is a Gothic monument to those who died in the British prison-ships. Trinity Church is the



UNION SQUARE.

oldest in New York, and the first edifice on the present site was built in 1696. In 1705, Queen Anne gave it a communion service, (still preserved,) and also a large tract of land on Manhattan Island, which has since so increased in value that this church is the richest in America, (said to be worth over \$10,000,000.) It spends immense sums annually in benefactions among the poor of New York, besides supporting a considerable body of clergy and a choir which is unsurpassed in the country. There are morning and evening prayers daily in the church, (9 A.M. and 3 P.M.,) with choral services on Sunday. The chime of bells in the steeple is the finest in America.

Looking down Wall-street, fine buildings are seen on each side. They are occupied by the leading banks and bankers of the city, this being the Lombard-street of New York. On the left at the corner of Nassau-street is the Old Custom House, now the Sub-Treasury. It is a massive white marble building, 200 ft. long, 80 ft. wide, and 80 ft. high, which is modelled after the Parthenon at Athens. At either end is a portico supported by eight Doric columns, 32 ft. high, and 5 ft. 10 in. in diameter. The cost of the building and the ground on which it stands was \$1,195,000. Open to visitors from 10 A.M. to 3 P.M.

Nearly opposite is Broad-street, in which, close to Wall-street, is the Stock Exchange (visitors' gallery is entered at No. 13, Wall-street). Directly opposite the Sub-Treasury is the Drexel Building, a costly white marble structure, occupied by bankers and attorneys. A little farther down Wall-street, on the right, is the Custom House, a massive building of granite, marble, and iron, originally built for a Merchants' Exchange, at a cost of \$1,800,000. It is 200 feet long, and has a portico of 18 Ionic

columns, while a dome 124 feet high overarches a rotunda surrounded by 8 Corinthian columns of Italian marble.

Resuming his journey up Broadway, the tourist passes on the right the imposing structures of the Equitable and the New York Mutual Life Insurance Companies, and reaches Fulton-street, at the corner of which stands *St. Paul's Church*, the third Episcopal church established in the city, erected in 1766. The length of the edifice is 151 feet, and the width 73 feet. The steeple is 203 feet high. On the front, in a niche in the centre of a large pediment supported by four Ionic columns, is a white marble statue of St. Paul. In the front part of the niche there is a slab of white marble, bearing an inscription to the memory of General Montgomery, who fell at Quebec, and whose remains were removed to New York by order of the State in 1818. At the lower side of the church, facing Broadway, is an obelisk of white marble, erected in honor of Thomas Addis Emmet, the Irish patriot, who died here in 1827.

Opposite the church is the white marble building of the *New York Herald* newspaper. The large building of granite next beyond the church is the Astor House, the first and most famous of the great hotels of America.

To the right, bordering the City Hall Park, Park Row goes off obliquely to Printing-House-square, in which is a bronze statue of Franklin. In this vicinity are published the leading newspapers of the city.

At the south end of the City Hall Park, and opposite the Astor House, is the new U. S. Post Office, a stately and immense granite building, with lofty domes and a frontage on Broadway of 340 feet. The architecture is Doric and Renaissance, the granite columns and blocks being cut ready for their places on the coast of

Maine. The basement and first-floor will be reserved for the Post Office, the second and third floors for the U. S. Courts. The City Hall is north of the Post Office, and is a fine building of marble, 216 feet long, and 105 feet broad. It is surmounted by a handsome clock tower. Near the City Hall is the New Court House, a building famous in connection with the gigantic frauds of the so-called "Ring," headed by the notorious Tweed. On the corner next above the Park is seen the wholesale shop of the late A. T. Stewart, the great dry goods dealer, a white marble edifice, occupying nearly a whole square. From this point onward both sides of the street are lined with fine shops, banks, and hotels. Near Spring-street is the St. Nicholas Hotel on the left, and farther on to the right the Metropolitan, each furnishing accommodations for 600 guests. Near Amity-street is the white marble GRAND CENTRAL HOTEL, with accommodations for 1000 guests. On the same side, at the corner of Waverley-place, is the New York Hotel, built of brick in the old style, an excellent hotel, with rooms for 300 guests. At Tenth street, which is $1\frac{1}{4}$ miles from the Battery, and filling the whole square bounded by Tenth street, Broadway, Eleventh street, and Fourth avenue, is the immense iron building, occupied by Stewart, the draper, as his retail shop. It is the largest shop of the kind in the world, and well worthy a visit. Just beyond it, on the same side, is the beautiful Grace Church. The spire is much admired, and is by far the handsomest in the city. The church has forty windows of stained glass.

At this point Broadway bends a little to the west. At Fourteenth street it reaches Union-square, bounded by East Fourteenth street on the south, Fourth avenue on the

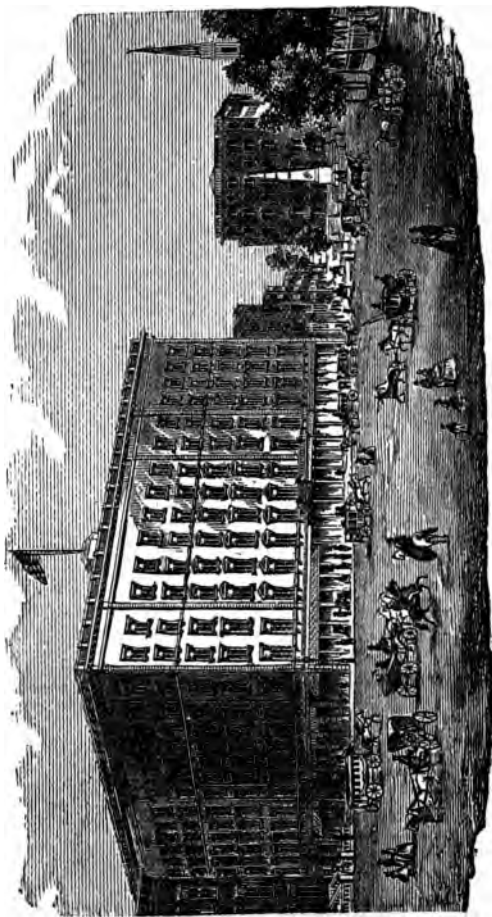
east, East Seventeenth street on the north, and Broadway on the west. In the centre of the square is Union Park, filled with trees, and containing a beautiful fountain. The equestrian statue of Washington in the south-eastern part of the square is by H. K. Browne. It is fourteen feet high, and mounted on a granite pedestal of the same height.

In the south-western corner stands a statue in bronze of Abraham Lincoln. This square once contained the residences of wealthy citizens, but it is now almost wholly given up to shops and hotels. On the eastern side is the Union-square Hotel, on the northern side the Everett House, and on the western side the Spingler House. At the north-western corner of the square Broadway is again entered. From this point on to Madison-square, about a quarter of a mile, many handsome shops are seen. At Twenty-third street Madison-square is reached, one of the most beautiful open spaces in the city. On the eastern and northern sides are private residences, on the western side are the FIFTH AVENUE and HOFFMAN hotels.

The Twenty-third street stage leaves Broadway at this square and pursues its journey down Twenty-third street. The tourist would do well to exchange his place for one upon a Fifth Avenue stage, which will convey him as far as Forty-sixth street along the Fifth avenue, the handsomest street on the Continent. At the corner of Thirty-fourth street is the marble palace of Stewart, the great draper. At Fortieth street is the Reservoir, 420 feet square, with an area of 4 acres and a capacity of 23,000,000 gallons. The promenade on top is open to the public, and commands extensive views. Reservoir-square is a pretty park on the west. Opposite the Reservoir (on Fifth avenue) is Rutgers Female



BIBLE HOUSE AND COOPER INSTITUTE.



THE JUNCTION OF BROADWAY AND THE FIFTH AVENUE, AT THE FIFTH AVENUE HOTEL.

Institute. Two squares to the east on Forty-second street is the Grand Central Depot, the converging point of several railways. It is an enormous structure of brick and stone, covering 3 acres. It is 700 feet long, built in Renaissance architecture, with several domes. On the corner of Fifth-avenue and Forty-third street is the Jewish Temple Emanuel, the chief of the synagogues of the city, and the finest piece of Saracenic architecture in America. It has some features copied from the ancient Alhambra, and its interior is a picture of Oriental magnificence. On the corner of Forty-fifth street is the fourth Universalist Church (Dr. Chapin's), near which is the curious front of the Episcopal Church of the Heavenly Rest. At Forty-sixth street is the beautiful WINDSOR HOTEL, one of the very best of American hotels. On Forty-ninth street, near the avenue, are the buildings of Columbia College, which was chartered (as King's College) by George II. of England in 1754. At the corner of Fiftieth street is the Cathedral of St. Patrick (Cath.), which is to be the grandest church in America. The material is white marble, and the architecture is the decorated Gothic of the thirteenth century. The front is to be guarded by two marble spires, each 328 feet high, and adorned with statuary and carvings.

The stage completes its journey at the WINDSOR HOTEL. One mile farther on is one of the entrances to Central Park. The tourist may find his way thither, if he prefers not to continue his journey on foot, by going eastward through one of the lateral streets to Madison-avenue, which is the first avenue east of and parallel to the Fifth avenue, and completing his journey in the street cars which go very near

the Park. Returning, he may take the same line of street cars back to Union-square, or may continue in the same car to the City Hall Park and Astor House, near the foot of Broadway. He may find his way back to the lower part of the city also by the street cars of the Third, Sixth, and Seventh avenues, all of which start from points near the lower part of the Central Park. If on returning to Madison-square and the Fifth avenue Hotel, from the journey above laid out, he walks through the part of Fifth avenue below Twenty-third street down to Washington-square, but little over half a mile, he will have seen nearly the whole of the presentable portions of this great city.

Strangers desiring to see more of the city will find street cars of several lines directly in front of or in the streets on each side of the Astor House, in which they may pass through each of the principal avenues parallel with the Fifth. The cars of the Third avenue run as far as Harlem, near the uppermost limit of the island of Manhattan; the others go to points near the Central Park.

A line of street cars runs from the Battery along the western waterfront of the city. Persons interested in the shipping could visit all the piers on the North River front by taking this line. There are street cars also along the East River front.

As the foregoing sketch of a tour to the chief objects of interest includes the CENTRAL PARK, we will here give a brief description of this great pleasure-ground of the city. It is bounded on the south by West Fifty-ninth street, on the east by Fifth avenue, on the north by One Hundred and Tenth street, and on the west by Eighth avenue. It is $2\frac{1}{2}$ miles long, about half a mile wide, and contains



ST. MARK'S CHURCH.

843 acres, including the two reservoirs. It is therefore the largest city park in the world with three exceptions: viz., the Bois-de-Boulogne, the Prater at Vienna, and the Phoenix Park at Dublin.

There are in it about 9 miles of carriage drive, 4 of bridle road, and about 25 miles of walk. Intersections of lines of travel are made by archways, to avoid danger. Every effort

crowded with equipages, the whole forming a spectacle to be witnessed nowhere else in the United States.

The Terrace is a series of steps leading from the mall to the border of the main lake, and is "the most imposing specimen of architecture in the park, and the finest of its kind in the country." A large flotilla of pleasure-boats is kept on the Central Lake (twenty acres), and excursions may be made



THE WINDSOR HOTEL.

has been made to preserve the natural features of the Park.

More than 300,000 trees and shrubs of all kinds have already been planted, and the work is still going on.

The special objects of interest in the park are the following:—

THE MALL, a promenade, running north and south, and terminated on the north by the Terrace. On either side of the mall is a beautiful lawn, and on Saturday afternoons, when the band is playing, it is filled with people, while the adjacent carriage-ways are

with little expense (tariffs regulated by the Commissioners). On the west of the mall is the Green, a broad lawn covering fifteen acres, and destined for a parade-ground. Near the head of the mall (on the right) is the Casino, a refectory on a high knoll. Crossing Central Lake by the Bow Bridge, the *Ramble* is entered—thirty-six acres of copse and hill, bounded by the lake and threaded by foot-paths. The vine-covered and evergreen walks, the stone arch, the grotto, and other pretty objects are

found in the Ramble. On Vista Hill (to the north) is the Croton Reservoir, which covers thirty-one acres, is 105 ft. above tide-water, and contains 150,000,000 gallons of water. Just to the north is the New Reservoir, covering 106 acres and having a capacity of 1,000,000,000 gallons. The curves of its shore line are bounded by stone walls of immense thickness. Just south west of the rectangular (smaller) reservoir is the Belvidere, situated on high ground overlooking the Park. Above the New Reservoir is the Upper Park, less visited and with less embellishment than the Lower Park. Passing the east and west meadows the buildings of Mount St. Vincent are seen on the east.

To the east is the Arboretum, while close by, on the north, is *Harlem Lake* (covering sixteen acres), with its south shore lined with the remains of fortifications. A falling stream, spanned by five bridges, runs west from the lake to a pond south of the Great Hill, which looks down into the ravine, known in the revolutionary era as "McGown's Pass." The Bluff is a bold cliff which terminates the park on the north, and bears the remains of old forts and fieldworks.

Fronting on the park near the Children's Gate (Seventy-second street and Fifth avenue), is the Lenox Library, a marble building, designed for the reception of a museum, art-gallery, library, and lecture-hall. Close by is the Lenox Hospital, with tall spires. A few rods distant is the new building of the Normal College, in the Gothic style, with a lofty tower.

How to reach the Park.—Going from the eastern side of the city, take the Second or Third avenue cars, and stop at Sixty-fifth or Seventy-ninth street, the former of which leads to the

Green, and the latter to the Ramble. From the western side of the city, take the Sixth, Seventh, or Eighth avenue cars, and stop at Fifty-ninth street, which forms the lower boundary of the Park.

The Park is open every day in the year as follows:—During December, January, and February, from 7 A.M. to 8 P.M.; during March, April, May, June, October, and November, from 6 A.M. to 9 P.M.; during July, August, and September, from 5 A.M. to 11 P.M.

The best time to visit the Park is after three o'clock in the afternoon. Carriages can be hired in the Park, the rate of fare being fixed by the Commissioners. At four o'clock on Saturday afternoons open-air concerts are given.

Beside the SQUARES, already mentioned, there are several which compare favourably with those of any of the European cities; among them are the following:—*Washington square*, bounded by Waverley-place, Macdougall-street, Fourth and Wooster-street; *Stuyvesant-square*, on both sides of Second avenue from Fifteenth street to Seventeenth street (with beautiful fountains); and several others.

Among the PUBLIC BUILDINGS not already described the following may be mentioned as noteworthy:—

ASTOR LIBRARY is on the eastern side of Lafayette-place, near Astor-place. The late John Jacob Astor founded it with an endowment of \$400,000, which sum has been materially increased by his son. It contains over 100,000 volumes, and is open to all persons over sixteen years, *for consultation only*, from 10 A.M. to 5½ P.M. in summer, and 4 in winter.

COOPER UNION occupies the block bounded by St. Mark's-place (Eighth street), Fourth avenue, Seventh street, and Third avenue. It was erected by

Peter Cooper a few years since, at a cost of \$630,000, and is under the control of a board of directors. It contains a large and well supplied reading-room, a library, art gallery, and a number of lecture-rooms, which are free to all who choose to avail themselves of the advantages therein offered. A portion of the building is rented for stores, and one large hall and several small ones are let for

and large sums of money distributed in premiums. This Association has become identified with the growth and prosperity of the city; and its annual fairs, which are held during October, are of great interest and attract large numbers of visitors. It has a section of agriculture, and another of machinery and the arts and sciences, called the Polytechnic Association.



SCENE IN CENTRAL PARK.

public meetings; the annual income from these sources is about \$50,000. The building is of brown stone, five stories high. In the building are the rooms of

THE AMERICAN INSTITUTE, incorporated May 2, 1829, for the purpose of "Encouraging and promoting domestic industry in this State and in the United States, and in disseminating useful knowledge relative to agriculture, commerce, manufactures, and the arts and sciences." Annual fairs are held,

THE BIBLE HOUSE occupies the block bounded by Fourth avenue, Ninth street, Third avenue, and Stuyvesant-street, and was erected by the American Bible Society, at a cost of \$300,000. Here are printed all the Bibles and Testaments of this Society. In this building are the rooms of a number of religious benevolent societies.

THE N. Y. HISTORICAL SOCIETY, founded in 1804, erected a few years since a very tasteful edifice, on the south-eastern corner of Seventh

avenue and Eleventh street. It has a valuable library (open to members for consultation only), and a fine-art gallery. The Society owns and has an exhibition, in its building, the Bryan Collection of the Old Masters, the Abbott Collection of Egyptian Curiosities, and the Crawford Marbles. The building is not open to the public, but strangers can visit it by obtaining a note of introduction from a member of the Society.

THE SOCIETY LIBRARY, the oldest public library in the United States, is situated on the eastern side of University-place, between Twelfth and Thirteenth streets. It was incorporated in 1700. Open from 8 A.M. until sunset, and the reading-room until 10 P.M.

NATIONAL ACADEMY OF DESIGN is on the north-western corner of Twenty-third street and Fourth avenue. Its architecture, copied from a building on the Rialto, in Venice, makes it an object of interest. In it are held, twice a year, exhibitions of the works of the artists of the National Academy of Design, at which times the building is open to visitors.

THE HOTEL FOR WORKING WOMEN (unfinished) stands on Fourth avenue, between Thirty-third and Thirty-fourth streets. Its owner, Mr. A. T. Stewart, designed it as a home for working women. There are two other homes for working women in the city beside this hotel of Mr. Stewart's—one at No. 45, Elizabeth-street, and the other at No. 27, Washington-square, north. These establishments have been in operation for some years, and have been of great advantage to friendless young women.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION occupies a large edifice on the south-western corner of Fourth avenue and Twenty-third street, built at a cost of about half a million dol-

lars, raised by subscription among citizens of New York. The lower part of the building is leased for various kinds of business. The remaining stories are used by the Association, being arranged as reading, conversation, and lecture-rooms, while in the sub-basement is a gymnasium and bowling alley. The institution is designed to furnish a place of resort for young men who would naturally be drawn to places of dissipation, as well as to engage Christians in effective work for religious purposes. Beside the privilege of frequenting the rooms of the Association, members have the opportunity of joining classes, in which at a moderate cost they may learn the modern languages and various other useful branches of learning.

EDUCATIONAL INSTITUTIONS.

COLUMBIA COLLEGE was chartered by George II. in 1754. It stood on a hill in what is now Park-place until a few years since, when it was removed to East Fiftieth street, between Fourth and Fifth avenues. It was originally called "King's College," which name was changed to Columbia College in 1781. The college has become very wealthy from the advance in the value of its real estate. Its present location is regarded as temporary, it being the design of the corporation to erect a number of buildings worthy of the name and fame of the college.

COLUMBIA COLLEGE LAW SCHOOL, opened in 1858, has met with remarkable success, and ranks with the first institutions of the kind in the country.

THE UNIVERSITY OF THE CITY OF NEW YORK is on the eastern side of Washington-square, between Washington and Waverley-places. The



THE RESERVOIR ON FIFTH AVENUE.

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building is of Gothic architecture, and measures 180 by 100 ft. The institution was incorporated in 1831, and the edifice completed in 1836.

THE COLLEGE OF THE CITY OF NEW YORK, formerly the "New York Free Academy," was established in 1848, in pursuance of an act passed by the Legislature the year previous. It occupies an edifice in East Twenty-third street, corner of Lexington avenue. The institution is open to graduates from the public schools of the city, free of expense. It was the first and is now the only institution of the kind in the country.

COLLEGE OF ST. FRANCIS XAVIER, under the charge of the Jesuits, was founded in 1850, and is situated in West Fifteenth street, between Fifth and Sixth avenues.

NEW YORK COLLEGE OF PHYSICIANS AND SURGEONS, founded in 1791, and chartered in 1801, is on the north-eastern corner of Fourth avenue and East Twenty-third street.

UNIVERSITY MEDICAL COLLEGE is temporarily located in the New York Hospital building on Worth-street, near Church-street.

Besides the above there are several OTHER MEDICAL COLLEGES, as follows:—

Bellevue Hospital Medical College, foot East Twenty-sixth street. *College of Pharmacy of the City of New York*, at New York University. *Homoeopathic Medical College*, 105, East Twentieth street. *New York Academy of Medicine*, New York University. *New York College of Dentistry*, 161, Fifth avenue. *New York College of Veterinary Surgeons*, 179, Lexington avenue. *New York Medical College for Women*, 102, East Twelfth street.

THE THEOLOGICAL SEMINARIES are the Union Theological Seminary (New School Presbyterian), incorporated in 1836, and located at No.

9, University-place; the General Theological Seminary (Protestant Episcopal), West Twentieth street, corner of Ninth avenue; and the Seminary of St. Francis Xavier (Roman Catholic), West Fifteenth street, between Fifth and Sixth avenues.

CHARITABLE INSTITUTIONS.—The stranger cannot fail to note the great number of these in the city.

THE NEW YORK LUNATIC ASYLUM, at Bloomingdale, between One Hundred and Fifteenth and One Hundred and Twentieth streets, and Tenth and Eleventh avenues. It is conveniently reached by the Hudson River Railroad. A visit to this Institution will well repay the tourist or philanthropist. The scenery in the vicinity is very beautiful.

THE NEW YORK ORPHAN ASYLUM. This institution is situated on the Hudson River, between Seventy-third and Seventy-fourth streets, and between the Bloomingdale-road and the river. It commands a fine view of the river. Its grounds occupy about nine acres. The building, erected in 1840, is of stone, in Gothic style, one hundred and twenty feet long, fifty feet wide, and three stories in height. It contains accommodations for two hundred orphans.

THE INSTITUTION FOR THE DEAF AND DUMB is situated on Washington Heights, near the Carmanville station of the Hudson River Railroad. The building is in the form of a hollow square. The front or main building is 150 ft. long by 55 ft. wide, and four stories high, including the basement. The wings at each end are 120 by 46 ft., and the school-house, in the rear, 150 by 85 ft., completes the square. It is capable of accommodating 200 to 300 pupils, and is one of the most liberally endowed charitable institutions in the State. Indigent deaf mutes are supported here at the expense of the State;

others pay a moderate sum for board and tuition. Open for visitors from 1.30 to 4 P.M. every day except Sunday.

THE INSTITUTION FOR THE BLIND fills the entire block between Thirty-third and Thirty-fourth streets, and Eighth and Ninth avenues. The building is of granite, in the castellated Gothic style of architecture, and cost about \$95,000, which was partly raised by private donations, and the balance by legislative appropriation. A certain number of indigent pupils are supported and educated gratuitously, others at a moderate charge. Visitors are received from 1 to 6 P.M.

THE FIVE POINTS HOUSE OF INDUSTRY.—“Five Points” was once the centre of the worst section of the city. The House of Industry is located at 155, 157, and 159, Worth-street, a little east of Broadway. The building is 54 ft. wide and seven stories high, and has generally from 100 to 200 inmates, many of whom are rescued, and from time to time sent to homes in the country. Religious services are held morning and evening.

FIVE POINTS' MISSION is under the management of the Ladies' Home Missionary Society of the Methodist Episcopal Church. The building, on the corner of Park and Little Water streets, contains a chapel, school-rooms, bathing-rooms, and tenements for twenty families. Religious services three times on Sundays, at 10½ A.M., 3 and 7 P.M.

Besides the institutions above-mentioned are the following:—Asylum for Respectable Aged Indigent Females, 226, East Twentieth street. Coloured Home for the Aged and Indigent, foot of East Sixty-fifth street. Coloured Orphan Asylum, foot of West One Hundred and Fifty-first street. Children's Hospital and Nursery, East Fifty-first street, near Third

avenue. Emigrant Refuge and Hospital, Ward's Island; Office, Castle-Garden. Home for the Friendless, 32, East Thirtieth street, for the relief of friendless, destitute or unprotected females and children; under the charge of the American Female Guardian Society. Home for Young Women, 27, Washington-square, N. Home or Female Department of the Prison Association, 191, Tenth avenue. House and School of Industry, 120, West Sixteenth street, for gratuitous instruction of Poor Females in needlework. House of Mercy, under the charge of the Sisters of Mercy. Lying-in Asylum and Infants' Home, Lexington avenue, corner East Fifty-first street. Lying-in Asylum for Destitute Females, 85, Marion-street. Magdalen Asylum, East Eighty-eighth street, near Fifth avenue. New York Juvenile Asylum, West One Hundred and Seventy-fifth street, near Tenth avenue; House of Reception, 71, West Thirteenth street. New York Eye Infirmary, 216, Second avenue. New York Infirmary for Women and Children, 126, Second avenue. New York Ophthalmic Hospital, 387, Fourth avenue; diseases of the eye gratuitously treated. Orphans' Home of the Protestant Episcopal Church, East Forty-ninth street, near Lexington avenue. Presbyterian Home for Aged Women, 45, Grove-street. Protestant Half Orphan Asylum, 65, West Tenth street. Protestant House of Mercy, in charge of the Episcopal Sisters of Mercy, foot of West Eighty-sixth street. Roman Catholic Orphan Asylum, Fifth avenue, corner of East Fifty-first street (boys). Prince street, corner of Mott-street, (girls). Sailors' Snug Harbour, Staten Island, Office, 156, Broadway. St. Joseph's Orphan Asylum, under charge of the Sisters of Notre Dame, East Eighty-sixth street, corner of Avenue A. St.



SCENE IN CENTRAL PARK.



Luke's Hospital, Fifty-fourth street, corner Fifth avenue. St. Luke's Home for Indigent Christian Females, 487, Hudson street. St. Vincent's Hospital, 195, West Eleventh street, under the charge of the Sisters of Charity. The Sheltering Arms, Broadway, corner of One Hundred and First street. Women's Hospital, 244, East Thirteenth street. Working Women's Home, 45, Elizabeth-street.

Among the BENEVOLENT INSTITUTIONS of the State of New York, those on Blackwell's, Ward's, and Randall's Islands in the East River, near the city are best worthy a visit.

BLACKWELL'S ISLAND contains 120 acres, is situated in the East River, and extends from opposite East Forty-eighth to Eighty-third street. The channel on either side is navigable by the largest vessels. On the island are the Charity Hospital, Small-pox Hospital, Fever Hospital, Infant Hospital, Hospital for Incubables, Hospital for Epileptics, Hospital for Paralytics, Penitentiary, Alms-house, Workhouse, and Lunatic Asylum. The institutions on the island will well repay one for the trouble of visiting them. WARD'S ISLAND is situated at the junction of the East and Harlem rivers, opposite One Hundred and One Hundred and Fourteenth streets. It contains a hospital for emigrants, and a nautical asylum. RANDALL'S ISLAND is a short distance north of Ward's Island. On it is a nursery, in which children over two years old committed to the Commissioners are placed and kept until their parents or guardians are able to provide for them. If not claimed, they are indentured, at a suitable age, to learn some useful pursuit. A school for idiot children is also located on this island. Persons desirous of visiting the islands in the East River can obtain permits upon application

to the Commissioners of Public Charities and Correction, at their Office, No. 1, Bond street.

PUBLIC SCHOOLS.—New York stands before all other cities in efforts to promote popular education. There are in the city ninety-three grammar schools, mostly of three departments each—male, female, and primary,—and ninety-one primary schools, for boys and girls, besides six for coloured pupils, making in all about 200 schools at the present time. The buildings are of the most substantial character; are admirably arranged, and fitted with every modern improvement.

The whole number taught during the year 1872 was 256,000. The number of teachers employed exceeds 2,500. The course of study is thorough, and scholars entering the primary class pass through the various grades of that and the grammar department, and finally graduate at the College of the City of New York (formerly the Free Academy).

The cost of maintaining this system was (for the year 1872) \$3,000,000; yet this great work is carried on, and this enormous expenditure borne, without any expense to the pupils—buildings, tuition, books, and whatever else is needed being supplied without cost.

The present value of the school property is estimated at upwards of \$6,500,000.

CEMETERIES.—The most beautiful rural cemeteries in the world are to be seen in the neighbourhood of great American cities. They are quite unlike those of other countries, and the tourist should visit at least one of them. GREENWOOD CEMETERY, near Brooklyn, is the most beautiful. To reach it the tourist may take any stage down Broadway to the South or Fulton ferries (the name of the ferry to which each stage runs is con-

spicuously painted on its side), cross the ferry, and take at the landing on the Brooklyn side the Greenwood horse-cars. The distance from the ferries is about 3 miles. Strangers not admitted on Sundays. The cemetery contains 242 acres of land, traversed by 20 miles of winding paths and driveways, and embellished with forests and lakes. Ocean Hill commands a view over the sea, while Battle Hill overlooks New York and its Bay, Brooklyn, Jersey City, and the Hudson. Many of the monuments are of much artistic merit, and the revenues of the cemetery are devoted to its adornment.

THE NEIGHBOURHOOD OF NEW YORK.

The City of BROOKLYN, being the largest and most important place adjacent to New York, claims more than a passing notice.

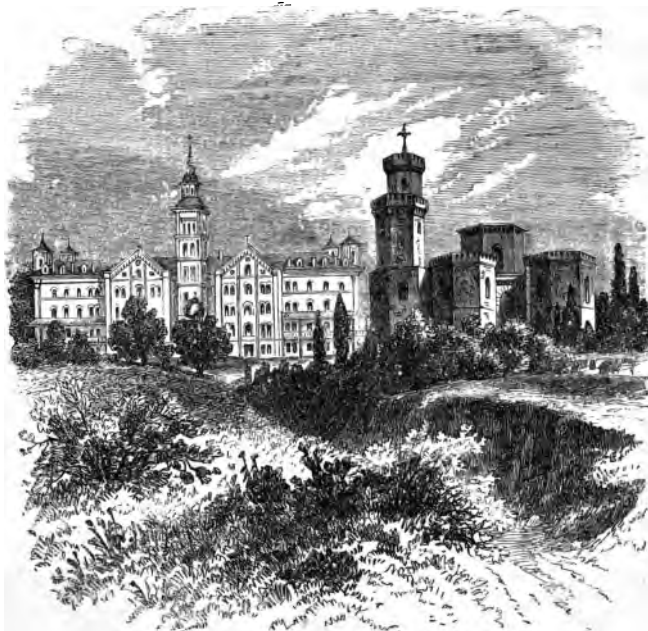
It has, within the past few years, been characterized by the same degree of advancement as New York. Its present population is estimated at 425,000, while its numerous and elegant churches, public buildings, and stately private residences, render it equally conspicuous. It is a favourite place of residence of the New Yorkers, from its pure air, as well as its numerous trees which line most of its streets and impart to it a rural aspect. Fulton-avenue, Flatbush avenue, Clinton-avenue, and the intersecting highways, are fine thoroughfares. The bridge, which has been in process of construction for years, and which will connect the two cities, will be the most stupendous work of the kind in the world. The City Hall is one mile from the Fulton Ferry (corner of Court and Fulton-streets), and is an elegant building of white marble, near which is the King's County Court House, built of marble in Corinthian architecture, at a cost of \$540,000. There

are many other fine public buildings in the city, while the private mansions (on Clinton-avenue, Brooklyn Heights, &c.,) are worthy of notice. The U. S. Navy Yard is of the first class, and covers forty acres, with large depots of *matériel* of war, ship-houses, barracks, &c., while the Dry Dock (which cost \$1,000,000) is one of the best. Some fine vessels may be seen here. The Marine Hospital (500 patients) is a granite building on the Wallabout Bay. The Atlantic Dock fronts toward Governor's Island, and its long granite piers and immense warehouses merit a visit. The principal churches of the city are the Catholic Cathedral, a superb structure on the corner of Lafayette and Vanderbilt avenues; the Plymouth Church (Henry Ward Beecher's) on Orange, near Hicks street; the Church of the Pilgrims (Rev. R. S. Storrs's), corner of Henry and Remsen streets; and the Church of the Holy Trinity, corner of Clinton and Montague streets. From the fact of its having 233 churches, Brooklyn is called "The City of Churches."

PROSPECT PARK (reached by horse-cars on Fulton street and Flatbush avenue) is a rival of Central Park, covering 510 acres, and costing, since its commencement, in 1866, \$9,000,000. The Plaza is a large, paved, circular space at the entrance, with a statue of Lincoln, fountains, and flowers. There are broad and verdant meadows, large and umbrageous groves; hills commanding superb views of the Bay of New York, Staten Island, and the Highlands of the Hudson and the Neversink. There is a lake of 61 acres, and the variety of the natural scenery of this park, together with its height and its fine distant views, render it the pride of Long Island. There are 8 miles of drives, 4 miles of rides, and a great number of rambles.



SCENE IN GREENWOOD CEMETERY.



MOUNT ST. VINCENT.

JERSEY CITY, reached by ferry across the North River from Cortland and Desbrosses streets, is a place of 85,000 inhabitants, but has few attractions for the tourist. It is the terminus of the railway to Washington *via* Philadelphia and Baltimore, and the landing-place of the Cunard steamers.

Up the river on the same side is **Hoboken**, a pleasantly-situated town, with a population of 21,000. It is a favourite Sunday resort of the working classes of New York. Its population is largely composed of Germans.

LONG BRANCH, a summer watering place much frequented by the fashionable world, is on the New Jersey Coast, a few miles south of Sandy Hook, and 30 miles from New York. Steamers leave New York several times a day in summer, and connect at Sandy Hook with the railway to Long Branch. Railway trains from Jersey city direct many times a day.

ROUTE 2.

NEW YORK TO MONTREAL AND QUEBEC VIA HUDSON RIVER AND SARATOGA SPRINGS.

THE HUDSON RIVER.



HAVING finished his inspection of the city, and having chosen the route by the Hudson River to Albany, Saratoga, and Montreal, it remains for the tourist to select the conveyance which is to carry him up the river named. If he is not pressed for time he should by all means choose

the day boat, which leaves New York every morning in summer for Albany and stops at the intermediate places. From the steamers, which are very swift and most comfortable and elegant in all their appointments, he will be able to make himself fully acquainted with the scenery of this celebrated river.

If pressed for time and unable to devote all the time necessary to reach Albany (154 miles), he should at least go as far as West Point (51 miles) by steamer, visit the chief objects of interest there, and resume his journey northward by railway from Garrison's station, directly opposite West Point. Many English tourists devote one day to the Hudson, going as far as West Point by the day boat, lunching there and returning to New York by the return boat on the same afternoon.

Travellers ascending the Hudson by rail, or at night, lose the pleasure of this delightful trip. "The noise and fatigue of a railway journey need not be mentioned to the traveller; while the partial views obtained of river and mountains from a night boat serve but to suggest the charms of nature which only a trip by daylight can fully reveal."

It may be mentioned here as a fact of interest, that the greatest speed ever attained by a steamer was attained by the "Vibbard," one of the day boats, which ran from New York to Tarrytown—27 miles in one hour. The same boat once ran from West Point to Newburg, 10 miles in 20½ minutes.

The day boats leave the foot of Vestry-street, New York, at half-past eight every morning, and reach Albany at six P.M.

As the steamer leaves New York and turns northward, Jersey City, and adjoining it above, Hoboken, are seen on the left; on the right is New

York with its long lines of warehouses and wharves. On the left, or West-bank, in the distance, the Palisades begin to assume a bold aspect. This is a vast trap-dyke, 300 to 500 ft. high, which runs along the right bank from Hoboken to Haverstraw, with a lofty columnar front, and masses of fragments at its base.

These grand precipices follow in unbroken line as far as that great bay of the river called the Tappan Zee, a distance of 20 miles. They do not wholly terminate, however, until we reach Haverstraw, 36 miles from New York. The rock is trap, columnar in formation, something after the fashion of the famous Giant's Causeway and Fingal's Cave. "They lend great beauty to the picture as we start upon our journey, and to all the pictures of the river, of which they form a part."

On the East-bank the first considerable place is Manhattanville, really a part of the city of New York, near which are seen a large Lunatic Asylum, and on a height the Convent of the Sacred Heart. Just beyond is Carmansville, with the New York Asylum for the Deaf and Dumb, with a large dome. Farther north, on the same shore, is Fort Washington, on a bold cliff. This was the citadel of the American fortified lines in 1776. It was captured by the British in that year, with its garrison of 2,500 men. Passing the mouth of Spuyten Duyvil Creek we soon see (east) the buildings of the Mount St. Vincent Convent. The castellated stone building was the residence for a time of Edwin Forrest, the actor. Yonkers, East-bank, 17 miles, is an important town inhabited largely by New York business men. A naval battle was fought off this place in 1777, between the British frigates, "Rose" and Phoenix, and a flotilla of American gun boats.

Passing Hastings (east) and Dobbs Ferry on the same side, we see on the West-bank Piermont, with the long pier of the Erie Railway projecting a mile into the river.

Three miles from Piermont is the village of Tappan where Major André was convicted as a British spy, and executed in 1780. We have now entered a lake-like widening of the river, called Tappan Zee (10 miles long and 2 to 5 miles wide). Near Irvington, (East bank,) are several fine mansions, among which is "Sunnyside," the home of Washington Irving. It was built in the seventeenth century by Wolfert Acker, who inscribed over the door "Lust in Rust" (pleasure in quiet), whence the English settlers called it "Wolfert's Roost." The eastern front is covered with ivy, from a slip which Sir Walter Scott gave Irving at Abbotsford. Above "Sunnyside" is the Paulding Manor, a costly building of marble, in Elizabethan architecture, and still farther north is Tarrytown (29 miles from New York), beautifully situated on a hillside. Near this village is a valley known as "Sleepy Hollow," which has been immortalized by Irving.

A monument in the town marks the place where André was captured. "Benedict Arnold, a brave American general, had been court-martialled and reprimanded for certain derelictions in his command of Philadelphia, and his proud spirit felt the sting of disgrace so keenly that he resolved to be revenged on his country. He opened a secret correspondence with the British, and offered to surrender West Point (to which he had been transferred). Major André, Adjutant-General of the British Army, went up to the Tappan Zee on the sloop-of-war 'Vulture,' and landed by night at Stony Point, where he arranged with Arnold for the sur-



THE PALISADES FROM TARRYTOWN.



FROM NEW YORK TO SARATOGA SPRINGS AND LAKE GEORGE.

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render. But the 'Vulture' was forced to retire, and André, attempting to pass by land to New York, was halted in the neutral ground by a squad of irregular militia. He was searched, and the papers and plans of the surrender were found. Arnold escaped to the 'Vulture,' and became a Brigadier-General in the British army, receiving also £6,000; but André, being proven a spy, was executed, amid the sorrow of both armies. He has a monument in Westminster Abbey."

Nyack is opposite Tarrytown. Farther north is Sing Sing (east), on a hillside, near the end of the Croton Aqueduct, which has a fine stone arch here. Near the river are the extensive buildings of the State Prison, in grounds covering 130 acres. Opposite Sing Sing is Verdrigte Hook, or Point-no-Point, on whose upper slope is Rockland Lake, from which New York gets 200,000 tons of ice yearly. Teller's (or Croton) Point, with its rich vineyards, is now approached, and the mouth of Croton River is seen. Six miles up this river is a dam 240 ft. long, 40 ft. high, and 70 ft. thick at the bottom, which forms a lake of 400 acres with 40 ft. of water (500,000,000 gallons). From this point a closed aqueduct of stone and brick carries the water parallel with the Hudson for nearly 40 miles to the great reservoirs in the Central Park, New York. The aqueduct discharges 60,000,000 gallons daily, with a down grade of 13½ inches to a mile, and the whole work cost \$14,000,000.

The Highlands are now seen in front as the steamer crosses Haverstraw Bay to the village of Haverstraw (west), with the old stone mansion on Treason Hill, where Arnold and André met. Three miles above (west) is the bold and picturesque promontory of Stony Point.

Three miles from Stony Point (west) is Caldwell's Landing, at the foot of the abrupt Dunderberg (Thunder Mountain), which was anciently believed to be the home of malicious imps who hurled fierce tempests out of the river. Opposite Dunderberg is Peekskill (43 miles from New York). On the east shore opposite, and a little above the Dunderberg, is Anthony's Nose, over 1,800 ft. high. In the "History of New York," Irving gives an amusing account of the origin of this name.

On the west side of the river, nearly opposite to Anthony's Nose, may be seen the mouth of Montgomery Creek. On the rocky heights, above and below the creek, stood Forts Clinton and Montgomery, which were, in 1777, the principal defences of the Americans.

In the heart of the Highland Pass, and just below West Point, on the west bank, is Cozzens' (opened in 1849), a spacious and elegant summer hotel, admirably kept, which comes charmingly into the pictures of the vicinity. It is accessible, as is West Point, from the railway on the opposite side of the river, by a steam ferry from Garrison's Station (51 miles from New York), between Peekskill below and Cold Spring above.

Constitution Island, with the rocky plateau of West Point, now bars our view of the upper portion of the Highland Passage. Rounding it, we come into that wonderful reach of the river, flanked on the west side by Cro'neest and Butter Hill, or Storm King, and on the east by the acclivities of Breakneck and Bull Hill, with the village of Cold Spring beneath. Constitution Island was fortified, together with West Point, in 1775-76. The remains of the magazines and other portions of the fort are still standing.

A mile above Cozzens' Hotel we reach West Point, one of the great centres of attraction on the Hudson.

WEST POINT (51 miles from New York). *Hotels: The West Point*, on the terrace, and *Cozzens'*, 1 mile below.

West Point, as well on account of its famous military school and historical associations, as for its varied and unique *scenic attractions*, is one of the most charming places on the Hudson. It is best known as the site of the United States Military Academy, which was established here in 1812. The buildings, which are very fine, are situated on an elevated plateau not visible from the river.

This plateau is occupied by the various barracks, schools, arsenals, &c., connected with the institution. These are so arranged as to leave a broad parade open for military evolutions, parades, &c.

The average number of cadets is about 250. Candidates for admission are nominated by members of Congress and by the President, a certain number being fixed for each congressional district. These candidates report for examination in June of each year, and if they are mentally and physically qualified, are admitted as cadets, which is, in military rank, a grade below second lieutenant. The course of instruction is very thorough and complete, especially in mathematics; military tactics and operations bearing an important place. The best time to visit West Point is during the months of July and August, when the cadets go into camp, and lead the life of soldiers in the field.

"But the glory of the Hudson is at West Point itself. There is something to be said of it independently of its scenery. It is the Sandhurst of the States. Here is their Military

School, and the tuition is, I should judge, of a high order. It is one of the peculiarities of West Point that everything there is in good taste. The Point itself consists of a bluff of land so formed that the River Hudson is forced to run round three sides of it. It is consequently a peninsula, and as the surrounding country is mountainous on both sides of the river, it may be imagined that the site is good. The views both up and down the river are lovely, and the mountains behind break themselves so as to make the landscape perfect. But this is not all. At West Point there is much of buildings, much of military arrangement in the way of cannons, forts, and artillery yards. All these things are so contrived as to group themselves well into pictures. There is no picture of architectural grandeur; but everything stands well and where it should stand, and the eye is not hurt at any spot. I regard West Point as a delightful place."—*Anthony Trollope*.

Opposite West Point is Sugar Loaf Mountain, under whose shadow is the Robinson House, Arnold's headquarters, and the Beverley Dock, whence he escaped to the "Vulture." Passing Constitution Island, on the east is seen *Cold Spring*, a pretty village, near which is "Undercliff," the former home of the poet Morris. *Mount Taurus* looms up on the right. On the west bank, just above West Point, is *Cro'-Nest* (1,418 ft. high), which is separated from *Boterberg* by the picturesque Vale of Tempe. *Boterberg* (otherwise called *Butter Hill* and *Storm King*) is a bold and imposing mountain, 1,529 ft. high, at whose northern slope is the village of Cornwall.

NEWBURG (Orange Hotel), 60 miles from New York, is a busy city of 15,500 inhabitants, built on the



THE STORM KING.



steep slope of a high hill, and showing finely from the river. The city has some manufactories, and a considerable trade, immense quantities of coal being brought here from Pennsylvania and shipped to all parts of the country.

Passing 4 miles farther on Low Point village, and 2 miles farther New Hamburg, on the east bank, and Marlborough, on the west bank,

early provincial governor. We now pass (west bank) *Rondout* (90 miles from New York), an important coal depot, and, on the east bank, *Rhinebeck Landing*, then *Saugerties* (west bank), and *Tivoli* (east bank). We now have fine views of the Catskill (Kaatskill) Mountains, and on a clear day the *Mountain House*, an elegant summer hotel, 8 miles from the river, and 2,830 feet above it.



HUDSON RIVER AT WEST POINT.

we reach, on the west bank, *Poughkeepsie*, 75 miles from New York, (*Gregory House*) population 17,500, a beautiful town, and the seat of *Vassar Female College*, one of the best schools in the country, richly endowed by Matthew Vassar, a wealthy brewer of the town.

Five miles farther on, on the east bank, is *Hyde Park*, named after Sir Edmund Hyde (Lord Cornbury), an

The tourist could spend a few days profitably in visiting the scenery of this interesting region. *Catskill Landing* (111 miles from New York), is connected with the village by a long causeway. Here passengers for the *Mountain House* leave the steamer. (*Hotels: Prospect Park House, Irving House.*)

Passing Mount Merino, 4 miles above Catskill, we next reach (on the

east bank) HUDSON (*Hotels: Hudson House, North House*), a town of 12,300 inhabitants, the head of ship navigation on the Hudson. Directly opposite is *Athens*, a station on a branch of the New York Central Railway. There is now very little of interest until we reach the end of our river journey, ALBANY, 144 miles from New York, (*Hotels: see "HOTEL APPENDIX"*), population 70,000. This is the capital of the State of New York. Here the great Erie canal joins the Hudson. Vast quantities of western produce are brought here by the canals and railways, and its manufactures are extensive. Its principal buildings are the *State House* and *City Hall*. The State Library contains 65,000 volumes. The well endowed *Dudley Observatory* is here. A railway bridge constructed at a cost of \$1,150,000 connects the city with the opposite bank of the Hudson.

Passengers preferring the railway, which follows the East Bank of the Hudson River, will see less of the scenery of the river, but will save several hours as the train runs from New York to Albany in four-and-a-half to five hours. Best views on the left.

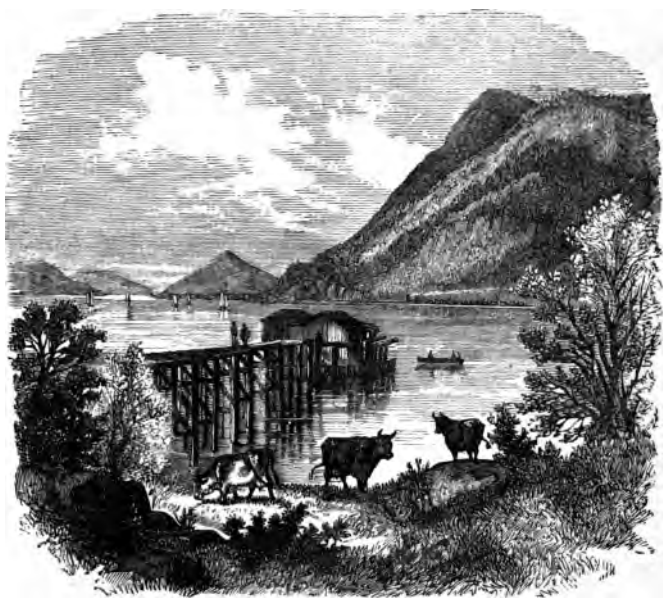
Continuing our journey northward we leave Albany, and passing the rural cemetery reach West Troy, where is situated a large National Arsenal. Across the Hudson is the city of Troy, (*Hotels: American, Mansion House*), population 48,000. It is an important manufacturing town. It is well-built and well-paved, and has some fine buildings. The next place of importance is the manufacturing town of COHOES, at the Falls of the Mohawk; crossing that river and passing Ballston, whose mineral waters formerly attracted great numbers of visitors, we reach SARATOGA SPRINGS, 176 miles from New York (*Hotels: see "HOTEL*

APPENDIX"), resident population, 8,500. This is perhaps the most frequented watering-place on the continent. Its hotel system is unrivalled in any country, being equal to the accommodation of 18,000 visitors, which number frequently visit Saratoga in July and August. Broadway is the main street, and extends for several miles, with the chief hotels near its centre, and a succession of villas beyond. Circular-street and Lake-avenue are also famed for their elegant summer residences, while large medical establishments and boarding-houses are found on the quieter side streets. "The village is at its brightest in August, when it is thronged by visitors from all parts of the Republic and from Europe, while over 3,000 private carriages, together with the cavalcades from the public livery-stables, join in the parade of fashion on Broadway and the Boulevard."

CONGRESS PARK is a pleasant promenade, and consists of a low ridge sweeping around the Congress and Columbian Springs. It is opposite the chief hotels, and is well laid out in paths, and adorned with many of the great elms which are the only natural beauties to be found in Saratoga. North of the Park is the *Indian Camp*, where a band of French half-breeds and Indians encamp during the summer, carrying on a lucrative trade in bead-work, baskets, moccasins, and other small-wares.

The Congress is the most celebrated of the many springs, its waters being sold throughout America and Europe. Besides this are the *Columbian, Empire, Star, Seltzer, Excelsior*, and many others. Saratoga Lake is 4 miles from the village by a favourite drive called the Boulevard. Its scenery is not remarkable.

Leaving Saratoga our route passes



ANTHONY'S NOSE AND THE SUGAR LOAF.



FORT EDWARD (199 miles from New York) on the Hudson, and a town of considerable business. [Tourists may visit the beautiful LAKE GEORGE, one of the most attractive of the smaller American lakes, by taking the route from Saratoga to *Glens Falls*, and thence to *Caldwell* on the lake. This route will require but a few hours more time than that *via* Fort Edward. Coaches leave the railway station at Glens Falls twice a day for Lake George, nine miles distant. Alighting at the FORT WILLIAM HENRY HOTEL, one of the largest summer hotels in America (*dear*), the tourist may enjoy for a time the unrivalled scenery of that region, and ascending the lake may join the Lake Champlain route to Montreal at Ticonderoga). In 1755, in pursuance of the plan of military operations against Canada, a fort was erected here, called Fort Edward in honour of Edward, Duke of York, the brother of George III. of England.]

Passing *Fort Ann* (211 miles) we reach (223 miles from New York) WHITEHALL, at the head of Lake Champlain. The route now follows the shore of Lake Champlain (see Route 3) to Burlington and Rouses Point, thence to Montreal. [Another route to Montreal is that by the New York Central, as above, to Troy, thence to Rutland, St. Albans, and Montreal.

RUTLAND, Vermont. (*Hotels*: see "HOTEL APPENDIX.") This town has a large trade in the fine white marble which is found in large quantities in the vicinity. It is the junction of three railways. The peaks of the Green Mountains add greatly to the beauty of the scenery of the neighbourhood. The distance from Rutland to Montreal is 151 miles. Passing *Brandon* (260 miles), *Salisbury*, MIDDLEBURY (276 miles), seat of a college,

Brookville, VERGENNES (289 miles), and other stations of no importance, we reach BURLINGTON (318 miles from New York: *Hotels*: see "HOTEL APPENDIX"), population, 16,000. The town is beautifully situated on Lake Champlain. It is the seat of the University of Vermont, and is a place of considerable trade.

The next town of importance is ST. ALBAN'S (351 miles) (*Hotels*: see "HOTEL APPENDIX"), population, 6,000. A beautiful town situated on a plateau 3 miles from Lake Champlain. The railway has extensive machine shops here. The scenery in the neighbourhood, including views over the lake and mountains, is very fine. We now pass *Highgate Springs*, 3 miles beyond which we leave the United States and enter Canada. After passing *St. Armand*, *Moorea*, and several other stations of little note, we reach (374 miles from New York, and 27 from Montreal,) ST. JOHN'S, a town of about 1,000 inhabitants, on the River Richelieu. Here the Grand Trunk Railway commences. We pass along its line through the fertile plains of *La Prairie* to St. Lambert, opposite Montreal, at the eastern end of the famous *Victoria Bridge*. Crossing the bridge we soon reach the station at MONTREAL (*Hotels*: see "HOTEL APPENDIX"), population, 120,000.]

The metropolis of the Dominion of Canada is one of the most beautiful cities in America. It is situated on an island, at the confluence of the Ottawa and St. Lawrence rivers, containing 197 square miles, and which, from its fertility, has been called the garden of Canada. The St. Lawrence is 1½ miles wide opposite the city, and the whole river front is lined with massive walls, quays, and terraces of gray limestone, unequalled elsewhere except at Liverpool and Paris. The

commercial buildings in the city are generally of stone, in plain and substantial architecture, while the number of fine public buildings is very large. Three-fourths of the population are Catholics, most of whom are French, while the neighbouring villages are almost entirely inhabited by Frenchmen. Although Montreal is 800 miles from the sea, it is the port which receives the greater part of the importations to Canada, while its manufacturing interests are of great extent and importance.

The city is principally built on the level ground between Mount Royal and the river, along which it extends nearly three miles. On the high ground near Mount Royal are many private residences, and a fashionable drive extends *around the mountain*, bordered by gardens and ornamental enclosures, and affording fine views in all directions. Many of the buildings are fine, especially the new church of the Jesuits. The *Cathedral of Notre Dame* is of great size, and well worth visiting. The view from one of the towers, in which hangs "Gros Bourdon," the great bell, is very extensive and interesting. Admission may be gained to the cathedral and tower at almost all hours. At certain times, interesting services are held in the cathedral, at which the nuns of the seminary of St. Sulpice assist. The music at these services is very fine. Many other fine buildings, public and private, may be seen, especially in Great St. James and Notre Dame streets, the two finest business streets in the city. The stranger will take pleasure in visiting such places of interest as the Christ Church Cathedral, the best representative of English Gothic architecture in America. It is built of Caen and Montreal stone, is cruciform, and a stone spire 224 ft. high springs from

the centre of the cross. The choir has a fine window and some carved stalls, and is laid with encaustic tiles, while the pointed roof of the nave (67 ft. high) is sustained by columns whose capitals are carved to represent Canadian plants. Near the cathedral is a quaint octagonal chapter-house, used also for the diocesan library, and the house of the Lord Bishop (and Metropolitan of Canada) is in the same vicinity.

Other interesting buildings and places are the Jesuit College, McGill College, Viger Square, The Post Office, New Court House, Bank of Montreal, Bank of British North America, Molsom's Bank, Merchants' Bank, Bonsecours' Market (the finest market on the Continent), Hotel Dieu Hospital, Mount Royal Cemetery, Place D'Armes, Champ de Mars, Bon Pasteur Nunnery, and many others. The Victoria Bridge over the St. Lawrence is a splendid piece of engineering skill, and should be visited. It is the longest bridge in the world, being nearly 1½ miles in length, and is built entirely of iron, over 8,000 tons of which were used in its construction. The trip to Lachine Rapids is one of the most interesting excursions from the city.

The Lachine Rapids may be visited by taking the 7 A.M. train from the Bonaventure station to Lachine, where a steamer awaits the train—the tourist returns through the Rapids, reaching Montreal at 9 A.M. This trip is full of pleasant excitement, and has a spice of danger about it, especially pleasing to the Anglo-Saxon temperament. It is in the highest degree creditable to all connected with this branch of Canadian river navigation, that no accident of any consequence has ever happened, nor has a single life been lost in this beautiful but dangerous spot.

"And we have passed the terrible Lachine,
Have felt a fearless tremour through the
soul,
As the huge waves upreared their crests of
green,
Holding our feathery bark in their con-
trol,
As a strong eagle holds an oriole."

There are pleasant excursions from Montreal to Monkland and the Isle Jesus; to Hochelaga, the vast Convent of the Holy Name of Mary, and Longue Pointe; to the Tanneries, Cote St. Paul, and Lachine, by carriage; but the two favourite trips are to the mountain and to the rapids.

The railroad connections of Montreal are as follows:—Montreal and Plattsburg, Pointe Levi (Quebec) and Montreal, Montreal to Portland (Me.), Montreal and Champlain, Montreal and Toronto. All these roads are branches of the Grand Trunk Railway of Canada. Besides the railroad connections, steamboats run to various points up and down the St. Lawrence, among which are the Thousand Islands. Quebec and the Saguenay River may be mentioned as especially worthy of a visit. Six lines of ocean steamers connect Montreal with European and other ports, and vessels of 3,500 tons navigate the St. Lawrence to this point.

MONTREAL TO QUEBEC.

Distance 160 Miles.

The large and elegant steamers of the Richelieu Company leave Montreal for Quebec every evening at 7 o'clock, from the foot of Jacques Cartier-street, and reach their destination early next morning. Fare, with state-room and meals, \$3. The journey between the two cities

may be made by railway in 8 to 9 hours.

It would be useless to describe this route as objects of interest, if any existed, would not be visible. The tourist, however, would do well to arrange with the stewards of the steamer to be called an hour before reaching Quebec, as the view of the city from the river is exceedingly fine and should not be lost.

QUEBEC (*Hotels*: see "HOTEL APPENDIX"), population, 65,000. (Omnibuses from the hotels meet the steamers and trains.)

Public Carriages.—The street cab is called a *calache*, an ungainly vehicle on two wheels, the driver sitting on a narrow ledge in front. Ordinary carriages may be had at the hotels, and are preferable for excursions. Street cars in the lower town only.

The city of Quebec is situated on the left or north-west bank of the St. Lawrence, at the point where it is intersected by the St. Charles, about 350 miles from the mouth of the former. It occupies the extremity of a ridge, terminating in the angle formed by the junction of the two rivers, in the point called Cape Diamond, rising to the height of nearly 340 ft. above the St. Lawrence. The cape is surmounted by the citadel; and the town extends from it, principally in a north-east direction, down to the water's edge. It is divided, from the difference of elevation, into the Upper and Lower towns. The old town, which lies wholly without the walls, partly at the foot of Cape Diamond and round to the St. Charles, has narrow and dirty, and, in parts, steep streets. The ascent from the Lower to the Upper town, which crosses the line of the fortifications, is by a winding street and by flights of steps. The streets in the latter, though rather narrow, are generally

clean, and tolerably well paved, or macadamized.

The favourite promenade of the citizens is the *Durham-terrace*. It stands on the buttresses and platform formerly occupied by the Château of St. Louis, which was built by Champlain in 1680. The old château was a massive stone structure, 200 ft. long, used for a fortress, prison, and governor's palace, and it stood until 1834, when it was ruined by fire. The terrace is 200 ft. above the river, and commands a view of surpassing beauty. Immediately below are the streets of the Lower Town, with its wharves projecting into the stream. On one side are the lofty, fortified bluffs of Point Levi, and on the other the St. Charles River winds away up its peaceful valley. The white houses of Beauport stretch off to the vicinity of the Montmorenci Falls, while beyond are seen the farms of L'Ange Gardien, extending towards the heights of St. Fereol. Vessels of all classes and sizes are anchored in the broad basin and the river, and the Isle of Orleans is in mid-stream below. Beyond are the bold peaks of the Laurentian Range, with Cap Tourmente towering over the river in the distance. The terrace presents a pleasant scene in the late afternoon or on pleasant Sundays. At its upper end is a plain stone structure called the Old Château, which was built about 1780 for the British governors.

The notable *public buildings* of the city are the following:—The Roman Cathedral of the Immaculate Conception, on the Market-square, which was built in 1666, destroyed by cannonading from Wolfe's batteries in 1759, and rebuilt soon after. Its exterior is quaint, irregular, and homely, but the interior is more pleasing, and accommodates 4,000 persons. The High Altar is well adorned, and the choir of boys from

the Seminary is much esteemed. The most notable pictures are:—"The Crucifixion" (the Christ of the Cathedral, the finest painting in Canada), by Van Dyck, on the first pillar left of the altar; "The Ecstasy of St. Paul," Carlo Maratti; "The Annunciation," Restout; "The Baptism of Christ," Hallé; "The Pentecost," Vignon; "Miracles of Ste. Anne," Plamondon; "Angels Waiting on Christ," Restout (in the choir); "The Nativity," copy from Annibale Caracci; "Holy Family," Blanchard. The remains of Champlain, the heroic explorer and founder and first Governor of Quebec, are in the Cathedral. Alongside of the cathedral are the extensive buildings of the Seminary, which was founded in 1663 by François de Montmorenci Laval, Bishop of Quebec from 1658 to 1688. This institution is divided into Le Grand Seminaire and Le Petit Seminaire; the first being a school of theology, and the second being devoted to literature and science (for boys). There are about 400 students, who may be distinguished in the streets by their uniform.

The Seminary Chapel has some fine paintings (beginning at the right of the entrance): "The Saviour and the Samaritan Woman," La Grenée; "The Virgin attended by Angels," Dieu; "The Crucifixion," Monet; "The Hermits of the Thebaid," Guilot; "The Vision of St. Jerome," D'Hullin; "The Ascension," Phillipe de Champagne; "The Burial of Christ," Hutin; "The Flight into Egypt" (over the altar), Vanloo; above which is a picture of angels, Lebrun; "The Trance of St. Anthony," Parrocel d'Avignon; "The Day of Pentecost," Phillipe de Champagne; "St. Peter freed from Prison," De la Fosse; "The Baptism of Christ," Hallé; "St. Jerome Writing," J. B. Champagne; "Adoration

of the Magi," Bonniieu. The chapel on the right of the chief altar contains the relics of St. Clement; that on the left the relics of St. Modestus.

Adjoining the Seminary is the Laval University, whose main building is 305 ft. long and 5 stories high, and cost \$240,000 dollars. The museum of Huron antiquities, the collection of Canadian birds, the library of nearly 50,000 volumes, the fine scientific instruments, the great hall of convocation, and the promenade on the roof are all worthy of a visit.

On the west side of the Market-square is the pile of buildings which were partly erected in 1646 for the Jesuits' College. The college was suspended in 1759, and in 1809 the property reverted to the Crown, on the death of the last of the Jesuit Fathers. The buildings have since been used for barracks.

The Anglican Cathedral is a large, plain building of stone, which has a superb communion set (presented by George III.), and within which is the tomb of Charles, Duke of Richmond, Lennox, and Daubigny, who died while Governor-General of Canada (1819). The monument of Jacob Mountain, D. D., first Anglican bishop, is in the chancel.

The Citadel, a massive defence crowning the summit of Cape Diamond, covers about 40 acres with its numerous buildings. Its impregnable position makes it perhaps the strongest fortress on this continent; and the name of the "Gibraltar of America" has been often given to it. The access to the citadel is from the Upper Town, the walls of which are entered by five gates. Near the *Palace Gate* is the hospital and a large guard-house. By *St. Louis Gate*, on the south-west, the tourist will reach the memorable Plains of Abraham, the scene of Wolfe's victory and death, in the year 1759.

The *Prescott Gate* is the only entrance on the St. Lawrence side of the fortress.

The view from the Citadel is remarkably fine, taking in, as it does, the opposite banks of the great river through many picturesque miles up and down. The promenade here, on the ramparts above the esplanade, is charming. In the public garden, on Des Carrières-street, there is an obelisk to the memory of Wolfe and Montcalm. At the foot of the citadel stands a tower, over which now floats the British flag, on the spot where Montgomery and his soldiers all fell, swept by the grape-shot of a single gun manned by a Canadian artilleryman.

The majority of the population being of French extraction, the French language,—which is still spoken in some of the best circles with great propriety,—and the Roman Catholic religion, predominate. Society is here more polished and refined than in any other town of British America; and the higher provincial gentry of French descent are distinguished by the courteousness and urbanity of their manner.

Vessels of the very large burden arrive at Quebec. Its harbour or basin, between the city and the island of New Orleans, is of great extent, having, in general, about 28 fathoms water, the tide rising from 16 to 18 ft. at neaps, and from 25 to 30 ft. at springs. Ships lie alongside the wharfs along the St. Lawrence. There are extensive flats between the lower town and the St. Charles, where, if it were deemed of importance, wet docks might be easily constructed.

Quebec was taken from the French in 1759. A British army, under General Wolfe, having effected a landing near the city, attacked and defeated the French army, under Montcalm, on the heights of Abra-

ham, to the west of the town. Wolfe fell in the moment of victory; and Montcalm, who was also mortally wounded in the action, expired soon after.

The French, panic-struck by the loss of the battle and the death of their commander-in-chief, surrendered the city before even a single battery had been opened against it.

"Quebec is a very picturesque town,—from its natural advantages almost as much so as any town I know. Edinburgh, perhaps, and Innspruck may beat it. But Quebec has very little to recommend it beyond the beauty of its situation. Its public buildings and works of art do not deserve a long narrative. It stands at the confluence of the St. Lawrence and St. Charles rivers; the best part of the town is built high upon the rock,—the rock which forms the celebrated plains of Abram; and the view from thence down to the mountains which shut in the St. Lawrence is magnificent. The best point of view is, I think, from the esplanade, which is distant some five minutes' walk from the hotels. When that has been seen by the light of the setting sun, and seen again, if possible, by moonlight, the most considerable lion of Quebec may be regarded as 'done,' and may be ticked off from the list."—*Trollope*.

ENVIRONS OF QUEBEC.—About 9 miles from Quebec, by the Little River Road, is the Indian village of *Lorette*. It is an ancient village of the Hurons, and the present inhabitants are a quiet and religious people in whom the Indian blood predominates, though it is never unmixed. The men hunt and fish, the women make bead-work and mocassins, and the boys earn pennies by dexterous archery. The *Lorette Falls*, near the village, are very pretty, and a few miles farther inland are the Lakes of

Beauport and St. Charles. The latter is 4 miles long, and is famed for its red trout and for its remarkable echoes.

THE FALLS OF MONTMORENCI are about 8 miles from the city, by a road which crosses the St. Charles River, and traverses the long village of *Beauport*, with its church and roadside crosses. The falls are 250 ft. high and 50 ft. wide,—a solid and compact mass of water incessantly plunging over a precipice, with clouds of mist. The Montmorenci flows into the St. Lawrence a short distance below. Near the falls is Haldimand House, formerly occupied by the Duke of Kent, Queen Victoria's father; and on the cliffs by the river are seen the towers of a suspension bridge, which fell soon after its erection. A small fee (25 cents) is charged for entering the fields to view the Falls, and the tourist must be careful, not only to visit the pavilion near the Falls (which commands also a charming view of Quebec), but to insist on being conducted to a position low down on the shore, from which the Falls may best be seen. About 1½ miles above the Falls are the *Natural Steps*, where the river has cut the ledges into a similitude to steps, meanwhile contracting its channel. The views on the road back to Quebec are very beautiful. At the foot of these falls an immense ice-cone (sometimes 200 ft. high) is formed every winter, and here the favourite sport of *tobogganing* is carried on.

Trip to the River Saguenay.—Steamers run twice a week from Quebec to Ha Ha Bay, on the Saguenay, 142 miles. The first night is passed at *Riviere du Loup*, passengers remaining on board. Early on the following morning the steamer crosses the river to *Tadoussac*, where there is a summer hotel. Entering the Saguenay with lofty palisades on

each side, we pass La Boule and the Profiles, and see (34 miles after we leave Tadousac) the majestic *Cape Trinity* and *Cape Eternity*, rising to the height of 2,000 ft. each, guarding

Chance Acquaintance," thus speaks of this part of the route:—"Suddenly the boat rounded the corner of the three steps, each 500 ft. high, in which *Cape Eternity* climbs from the river,



FALLS OF MONTMORENCI.

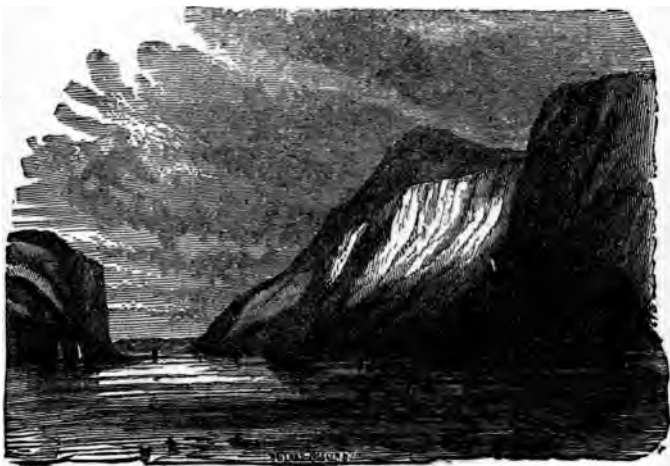
the entrance to Trinity Bay. The water at the base of these peaks is over 600 fathoms deep.

Howells, in his sprightly "A

and crept in under the naked side of the awful cliff. It is sheer rock, springing from the black water, and stretching upward with a weary,

effort-like aspect, in long impulses of stone marked by deep seams from space to space, till 1,500 ft. in air, its vast brow beetles forward, and frowns with a scattering fringe of pines. . . . The rock fully justifies its attributive height to the eye, which follows the upward rush of the mighty acclivity, steep after steep,

unimaginable wildness and desolation, and issues again in its river's course around the base of Cape Trinity. This is yet loftier than the sister cliff, but it slopes gently backward from the stream, and from foot to crest it is heavily clothed with a forest of pines. The woods that hitherto have shagged the hills with a stunted and meagre



MOUTH OF THE SAGUENAY.

till it wins the cloud-capt summit, when the measureless mass seems to swing and sway overhead, and the nerves tremble with the same terror that besets him who looks downward from the verge of a lofty precipice. It is wholly grim and stern; no touch of beauty relieves the austere majesty of that presence. At the foot of Cape Eternity the water is of unknown depth, and it spreads, a black expanse, in the rounding hollow of shores of

growth, showing long stretches scarred by fire, now assume a stately size, and assemble themselves compactly upon the side of the mountain, setting their serried stems one rank above another, till the summit is crowned with the mass of their dark green plumes, dense and soft and beautiful; so that the spirit, perturbed by the spectacle of the other cliff, is calmed and assuaged by the serene grandeur of this."

Statue Point and Les Tableaux are next passed, and then *Ha Ha Bay* is reached, with its two small villages, 10 to 12 miles above which is *Chicoutimi*, at the head of ship navigation. Eighty miles farther north, in the bosom of a vast and desolate wilderness, is the reservoir of the Saguenay, the great Lake of St. John.

ROUTE 3.

NEW YORK TO MONTREAL BY LAKE CHAMPLAIN.

HE tourist, desiring to traverse the lake from its southern to its northern end, will take the Rensselaer and Saratoga Railway from Saratoga Springs to TICONDEROGA, where he will find one of the Champlain Transportation Company's steamboats awaiting the arrival of the regular trains. These boats are constructed with especial reference to the navigation of the lake. The railway along the west bank of the lake was completed in 1876.

Lake Champlain is 150 miles long, and varies in width from a few hundred yards to 15 miles. Its waters are clear, deep, and cold, and it is well stocked with fish of various kinds, affording excellent sport for the angler. In the spring and fall thousands of wild ducks make this their feeding-ground, and the wild lands west of the lake abound with all kinds of game.

TICONDEROGA (*Fort Ticonderoga Hotel*). At this point passengers for LAKE GEORGE leave. The ruins of the old fort crown the hill near the landing. The fort was constructed in 1755 by the Marquis of Montcalm. In 1753 it was attacked by Abercrombie with 17,000 British troops.

He was repulsed with heavy loss, and Lord Howe, his second in command, killed. In 1759 General Amherst took it from the French. It was held by the English until 1775, when it was surprised and taken by eighty-five "Green Mountain Boys," under the Americans, Ethan Allen and Benedict Arnold. It was afterwards recaptured by the English, and finally fell into the hands of the Americans at the close of the war.

Passing through the railway bridge the steamer now reaches (35 miles) *Crown Point*, a starting-place for hunters and tourists going to the famous ADIRONDACK region, now among the finest hunting and fishing grounds in America.

Between this and Port Henry we pass Crown Point, with a light-house and the ruins of Fort Frederick, built by the French in 1731, and captured by Ethan Allen, at the same time as Fort Ticonderoga. PORT HENRY (42 miles) is a pretty town with extensive iron works. After leaving this place we have fine views of the Adirondacks on the west, and the Green Mountains on the east. We now pass WESTPORT and ESSEX, and reach (85 miles) BURLINGTON, already described in this route. PORT KENT (90 miles) is the next landing. It is the terminus of a stage route to the Adirondacks. PLATTSBURGH, (*Hotel: *CUMBERLAND*) is next reached. ROUSES POINT, at the foot of the lake, is soon reached. Here passengers disembark and take one of the two daily trains to Montreal. (*Distance, 50 miles; time, 2½ hours.*)

From Plattsburgh, or from Port Kent, the interesting region of the ADIRONDACKS may be reached. MARTIN'S HOTEL, on the Lower Saranac Lake, the best point from which to make excursions in the Wilderness, may be reached from Plattsburg by rail to Point of Rocks, 20 miles, and

thence by stage, 42 miles. Stages leave Port Kent also for Martins, by way of the AUSABLE CHASM. The distance from Port Kent to Martin's is 52 miles, and the route is through the famous Wilmington Pass. At the Ausable Chasm, 3 miles from Port Kent, is the elegant LAKE VIEW HOUSE, a most comfortable place of sojourn for those visiting the wonderful chasm. To seekers after health or pleasure there is no more delightful region than the Adirondacks. "Martin's" hotel furnishes every requisite for summer visitors, at reasonable prices.

all means go by steamer in warm weather. The scenery for some distance after leaving New York is very fine, and the steamers from their enormous size and magnificent decorations are well worthy the careful inspection of strangers. No steamers of equal size, magnificence, and speed exist in any other country. The steamers leave their respective wharves on the North River at 5 P. M. in summer, and passengers reach Boston at an early hour next morning—5 to 6 o'clock.

1. By Railway *via* New Haven and Springfield.

Two express trains leave the New York Station at Forty-second street and the Fourth Avenue, daily.

After leaving the limits of the city, more than 15 miles from the station, we pass several rural stations before reaching Stamford, Connecticut (37 miles), a pretty village, and popular resort in summer. (Views of Long Island Sound to the right.) At Norwalk (45 miles) an extensive business is done in planting oysters, 500 men being thus employed. BRIDGEPORT (60 miles) is an important manufacturing town; great numbers of sewing machines are made here. It is the summer residence of P. T. Barnum, the great *showman*. The next stopping-place is NEW HAVEN, 76 miles; population, 51,000 (*Hotels*: see "HOTEL APPENDIX"). The railway station and the railway on both sides are below the level of the town, and little can be seen of it. It is one of the most attractive cities in New England. It is regularly laid out in wide avenues and squares, beautifully shaded with elms, from which it has received the name of the "Elm City." These trees impart to the city a charmingly rural aspect. Over many of the streets their branches have united into natural arches, affording vistas of singular beauty.

ROUTE 4.

NEW YORK TO BOSTON AND PORTLAND.



HERE are two routes by railway from New York to Boston, and three by steamer. The most expeditious is that *via* New Haven, Hartford, and Springfield; time, eight hours by express train; distance, 236 miles; fare, \$6; seat in drawing room car \$1. The other route is the same as far as New Haven, where the train takes the "Shore Line" by way of New London and Providence. The time by the latter route is only a few minutes longer than by the other, fare the same, \$6. (Two express trains daily by each route.) There are three routes by steamer: 1, that *via* Stonington, the steamers of which convey passengers from New York to Stonington, Connecticut, whence they go by railway to Boston—2, that *via* New London, Connecticut, at which place the railway conveys passengers, *via* Worcester, to Boston—3, that *via* Newport, and thence by railway to Boston. Tourists should by

The glory of New Haven consists in its numerous and excellent educational institutions, first among which is *Yale College*. Though younger than Harvard, and not as richly endowed, yet in the thoroughness and breadth of its classical and scientific culture it is held in the highest estimation. The *School of Fine Arts*, and the *Sheffield Scientific School* are attached to the college, and are justly celebrated. The manufactures of the city are extensive. Its environs are particularly attractive.

Passing through a country without special attractions, and passing several unimportant stations, we reach (112 miles) **HARTFORD** (*Hotels: Allyn House, Trumbull*), population, 38,500.

This city is one of the capitals of Connecticut, New Haven being the other. It is situated on the Connecticut River, and is handsomely laid out, and has many fine buildings. Many of the oldest and most successful insurance companies in the United States are located here. Here also is Colt's famous pistol factory, the largest in the world. The next town of importance is **SPRINGFIELD, Massachusetts**, 136 miles (*Hotels: see "HOTEL APPENDIX"*), population, 27,500. A beautiful town on the Connecticut River, well laid out with many fine buildings. The U. S. Arsenal is the most extensive in America. The armoury furnishes employment for over 2,500 men. Passing *Palmer*, and several other unimportant stations, we reach **WORCESTER**, 192 miles (*Hotels: see "HOTEL APPENDIX"*), population, 50,000. This is a fine town, with many elegant public and private buildings. The State Lunatic Asylum is here. There are in and near the city large manufactories of iron and steel wire, cotton and woollen goods, boots and shoes, &c. More than twenty small

stations are passed before we reach **BOSTON** (*Hotels: see "HOTEL APPENDIX"*), population in 1870, 250,526.

CAB FARES.

For one person, not more than ten squares, 50 cents; each additional passenger, 50 cents.

From one railroad depôt to another, each passenger, 50 cents.

For one passenger any distance exceeding two miles, \$1.50; each additional passenger, 50 cents.

For use by day of any hack or vehicle drawn by two horses, one or more passengers, \$8; if drawn by one horse, \$4.

For use of same by hour, with one or more passengers, going from place to place, and stopping as long as required, first hour, \$2; each additional hour or part thereof, \$1. If drawn by one horse, one-half the rates.

Between the hours of 12, midnight, and 7 o'clock, A. M., for each trip, \$2.

Each passenger allowed to carry, without charge, ordinary travelling baggage, not exceeding one trunk, and 25 pounds of other baggage.

Boston is the metropolis of New England. It stands prominent among American cities for the high social culture of its society, the talents of its numerous writers, and the energy and public spirit of its men of business. It is situated upon the best harbour on the New England coast, opening to the sea between *Point Alderton*, on Nantasket, and *Point Shirley*. It is sheltered from the ocean by the peninsulas of which these two points are the extremities, and by a number of islands, between which are three entrances. *Fort Warren* guards the outer entrance. The harbour is easy of access, affording good anchorage ground for the largest vessels. It is studded with islands, some of which are occupied with public buildings.

Of the **PUBLIC BUILDINGS** the **STATE HOUSE** is the most conspicuous, fronting the Common, on *Beacon*.

Hill, surmounted by a dome 50 ft. in diameter, 120 ft. high, and 230 above the level of the sea. The view which is afforded from its cupola is very extensive. The entire city comes beneath the vision; the harbour with its islands and fleets, the monument on Bunker Hill, innumerable villages, villas, and fields, unite in forming a grand and varied panorama. In front stand the bronze statues of Daniel Webster and Horace Mann, and upon the entrance floor, Chantrey's statue of Washington. *Faneuil Hall*, called "the cradle of liberty," and an object of great interest to all Americans, it having been the place where orators in revolutionary days addressed the people, is in Faneuil Hall square, its main entrance being upon Merchants'-row. It is built of brick, 100 ft. long, 80 wide, and three stories high. It is 125 years old, a gift to the city from Peter Faneuil, a merchant of Boston. The main hall is 76 ft. square, containing some paintings and portraits of distinguished Americans, among them those of Washington, of Webster, Lincoln, and others. It is used for public meetings. *Quincy Market*, near the latter building, is one of the finest market-houses in the United States. The *Custom House* is a fine granite building. A fine view may be had from the roof. The Merchants' Exchange, New City Hall, and Music Hall are all worthy of note.

Boston is distinguished for its literary character. It contains a large number of public libraries and institutions of learning, more than 100 churches, and more than 100 periodical publications. The *Public Library* is on Boylston-street, near the Common. It contains about 130,000 volumes. The *Boston Athenæum*, incorporated in 1807, is rapidly becoming one of the most richly endowed lite-

rary institutions in the world. It stands on Beacon-street, and is a fine building. It contains, besides a library of more than 60,000 volumes, a gallery of sculpture, one of paintings, and a good collection of Egyptian antiquities.

The *Public Schools* of the city are the best in America. HARVARD UNIVERSITY, the oldest college in the country, is at Cambridge, 3 miles from the Common.

Among the interesting localities in the neighbourhood of Boston may be named *Bunker's Hill*, with its monument raised to commemorate the battle of Bunker's Hill, 1775, a massive column of granite 220 ft. high; the *Navy Yard*, and Mount Auburn Cemetery next to Greenwood Cemetery, near New York, the most beautiful in America.

"Of course I visited Bunker's Hill, and went to Lexington and Concord. From the top of the monument on Bunker's Hill there is a fine view of Boston Harbour, and seen from thence the harbour is picturesque. The mouth is crowded with islands and jutting necks and promontories; and though the shores are in no place rich enough to make the scenery grand, the general effect is good. The monument, however, is so constructed that one can hardly get a view through the windows at the top of it, and there is no outside gallery round it. Immediately below the monument is a marble figure of Major Warren, who fell there,—not from the top of the monument, as some one was led to believe when informed that on that spot the Major had fallen. Bunker's Hill, which is little more than a mound, is at Charlestown,—a dull, populous, respectable, and very unattractive suburb of Boston.

"Bunker's Hill has obtained a considerable name, and is accounted great in the annals of American his-

tory. In England we have all heard of Bunker's Hill, and some of us dislike the sound as much as Frenchmen do that of Waterloo. In the States men talk of Bunker's Hill as we may, perhaps, talk of Agincourt and such favourite fields. But, after all, little was done at Bunker's Hill, and, as far as I can learn, no victory was gained there by either party. The road from Boston to the town of Concord, on which stands the village of Lexington, is the true scene of the earliest and greatest deeds of the men of Boston."—*Trollope*.

The country for 15 miles around Boston, as a whole, surpasses in the beauty, good taste, and attractiveness of its residences, parks, and gardens, that of any section of equal size in America.

BOSTON TO PORTLAND.

108 miles; fare \$3; seat in drawing-room car 60 cents.

There are two railways between these cities: 1, the Eastern Railway *via* Lynn, Salem, Newburyport, &c.—2, the Boston and Maine Railway *via* Lawrence, Haverhill, &c. The time and fare are the same by both routes. Seats upon the right side of the carriage preferable, the views on that side being the best.

1. Leaving the station on Causeway-street, the heights of Charlestown and Bunker Hill monument are soon seen on the right. The first town of importance is LYNN, 16 miles from Boston, (population, 24,000,) a busy town, largely engaged in manufacturing shoes. One mile beyond is Swampscott, a fashionable summer watering-place. Four miles further on is SALEM (*Hotels: Essex House, Derby House*), population, 24,200. This was once a town of considerable importance, its merchants being largely engaged in the East India trade. This trade has been taken away by Boston. It has several fine public buildings.

Salem was settled as early as 1626. Its Indian name was Naumkeag. In 1692, and for some time afterwards, several of its inhabitants became a prey to the greatest credulity and bigotry. Its prison was crowded with persons accused of *witchcraft*, many of whom paid their lives as a forfeit for their supposed crimes. The *Old Witch House*, in which suspected witches were tried, is still pointed out. Two miles from Salem is Peabody, the seat of the Peabody Institute, founded by GEORGE PEABODY, the philanthropist. Not far off is the house in which he was born. Among other memorials placed by him in the Institute is the portrait of Queen Victoria, presented to him by the Queen. He is buried at Salem. Passing several small stations, we reach (36 miles) NEWBURYPORT (*Hotel: Merrimac House*), population, 12,000. This town is pleasantly situated on the Merrimac River. It has a custom-house, court-house, and several fine churches. The art of steel engraving was discovered here by Jacob Perkins, a native of the town. Crossing the Merrimac by a bridge 1,500 feet long, and passing several stations, we reach (56 miles) PORTSMOUTH (*Hotel: Rockingham House*). It is an important manufacturing town. Opposite on an island is the U. S. Navy Yard. Biddeford, a town of 10,000 inhabitants (93 miles), Saco, with 6,000 inhabitants, and several less important stations are passed before we reach (108 miles) PORTLAND (*Hotels: see "HOTEL APPENDIX"*), population, 32,000. The city is beautifully situated on a peninsula in the south-eastern extremity of Casco Bay. The city presents a beautiful appearance from the sea, as it rises like an amphitheatre between two hills. It is regularly laid out, and handsomely built, and has some fine public buildings, among which

are the *CITY HALL*, an imposing building of light stone; the *Custom House*, an elegant granite building; and the *Post Office*, of white Vermont marble. The principal streets are so lined with shade trees as to have given to Portland the name of "Forest City." *Evergreen Cemetery*, a beautiful rural cemetery, is $2\frac{1}{2}$ miles from the city. Portland was the birth-place of HENRY W. LONGFELLOW, the poet. It has a large trade with the West Indies. It is the winter landing-place of the Allan line of ocean steamships, and the south-eastern terminus of the Grand Trunk Railway of Canada.

Cushings Island, 4 miles from the city, with a fine hotel, called the *Ottawa House*, is a favourite resort, especially of Canadians.

2. The other route is that by the *Boston and Maine Railway*—115 miles.

Leaving the station on Haymarket Square, Boston, the line passes several suburban stations, and reaches (23 miles) ANDOVER (*Hotel: Elm House*), the seat of a *Theological Seminary* (Congregational). The next station of importance is LAWRENCE, a manufacturing town of 30,000 inhabitants. The line now follows the Merrimac River for 7 miles to HAVERHILL (*Hotel: Eagle House*), a town of 14,000 inhabitants, largely engaged in the manufacture of shoes. It has a fine *City Hall* and seventeen churches. At EXETER (51 miles) trains stop for refreshments. Phillips Academy, a noted school, is situated here. The next stopping place is DOVER (68 miles), largely engaged in manufacturing cotton goods. Passing *Great Falls*, *Salmon Falls*, *Biddeford*, and *Saco* (see route (1) above), between which latter places the train crosses the Saco River, and passes OLD ORCHARD BEACH (*Hotels: Old Orchard House, Ocean House*), a fashionable watering place (105 miles). Ten miles further on is PORTLAND.

BANGOR, the second city of Maine, is 138 miles from Portland by railway. It contains 20,000 inhabitants. The chief trade is in lumber. AUGUSTA, the capital of the state, and one of the most beautiful cities of New England, is 63 miles from Portland on the route to Bangor.

(See Route 48.)

ROUTE 5.

NEW YORK TO BOSTON BY "SHORE LINE."

Distance, 232 miles; fare \$6; seat in drawing-room car \$1. Best views on the right.

From New York to New Haven the route is the same as by Route 4.



LEAVING New Haven, we pass several small stations, among them GUILFORD, 92 miles from New York; SAYBROOK (108 miles), which received its name from Lords Say and Brook, to whom this territory was granted by the Crown, and reach (126 miles) NEW LONDON, an old town on the River Thames, 3 miles from Long Island Sound. Here the train is placed upon a large ferry-boat, and taken to the other bank of the Thames. Passengers dine (twenty minutes allowed) in the saloon of the boat while crossing. Resuming our journey at GROTON on the east bank, we pass MYSTIC, where there are large ship-building establishments, and reach (138 miles) STONINGTON (*Hotel: Wadawannuck House*), a summer resort, the terminus of the Stonington line of steamers from New York. Stops are made at *Kingston*, *Wickford*, and several other stations, and we reach (188 miles) PROVIDENCE (*Hotels: City Hotel, Aldrich House*). Population, 69,000. A manufacturing city, the second in population and wealth in

New England. It is situated at the head of Narraganset Bay, 35 miles from the Atlantic Ocean. It has many fine public buildings, among which are the *City Hall*, *Custom House*, and *State House*. It is the Seat of *Brown University*, one of the first colleges in the country. PAW-TUCKET (193 miles), the chief thread manufactory in the States, is the only important station before Boston is reached.

NEW YORK TO BOSTON BY STEAMER.

This is one of the finest excursions in the country, and should not be omitted by tourists who find themselves in New York at any time between April 15th and November 1st. The fare by all the lines is \$5, state-rooms from \$1 to \$3 extra. In summer weather the steamboat lines are much pleasanter than the railway, as they afford the traveller a most in- valuable opportunity of seeing Jersey City, Brooklyn, New York, and the various objects of interest on the East River and Long Island Sound. The boats of these lines are large, fast, and splendidly furnished.

(1.) *Fall River Line*.—Steamer daily from Pier No. 28, North River, through East River and Long Island Sound to NEWPORT, (one of the most frequented and fashionable of American watering places) thence by *Old Colony and Newport Railway*.

(2.) *Stonington Line*.—This route is by steamer daily from pier 18, North River, round the Battery to the East River, and thence through Long Island Sound to Stonington, Connecticut, whence it is by rail, as described in this Route above.

(3.) *Norwich Line*.—Steamer daily from pier 39, North River, *via* East River and Long Island Sound to New London, Connecticut, thence to Worcester and Boston, as described in Route 4 above.

ROUTE 6.

NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

Distances—to Philadelphia, 90 miles; to Baltimore, 190 miles; to Washington, 230 miles.

Fares—to Philadelphia, \$3.25; to Baltimore, \$6.20; to Washington, \$7.50.



THE passenger stations are at the foot of Cortlandt-street and Desbrosses-street, North River. After purchasing a ticket and checking his luggage, the passenger takes the ferry-boat in waiting and crosses the North River to Jersey City, where the railway commences. On the left of and near the landing place at Jersey City is the pier at which passengers by the Cunard steamers embark. The train runs for a long distance through the city, and after crossing a level plain, reaches (9 miles) NEWARK, a manufacturing city of 82,000 inhabitants, with few attractions for the tourist. Six miles farther on is ELIZABETH CITY, the residence of great numbers of persons doing business in New York. Population, 21,000. RAHWAY, 20 miles. NEW BRUNSWICK, 32 miles, the seat of *Rutgers College*, chartered by George III. in 1770, as *Queen's College*, and PRINCETON, the seat of *Princeton College*. TRENTON, the capital of New Jersey, 58 miles. After leaving the station the Delaware River is crossed on a bridge 1,100 feet in length. Views of Trenton are had before and after crossing. There are no important

stations between Trenton and Philadelphia.

PHILADELPHIA

(*Hotels*: see "HOTEL APPENDIX"), is the second city in the United States, having a population of nearly 800,000 (1877).

CAB FARES.

One passenger, any distance not exceeding one mile, 75 cents; two passengers, \$1.25; every additional passenger, 25 cents.

One passenger, any distance more than one mile and not exceeding two miles, \$1.25; two passengers, \$1.75; every additional passenger, 25 cents.

For carrying a passenger any distance over two miles, for every such additional mile or part of a mile, the sum of 50 cents in addition to fare for first two miles; and for every additional passenger, 50 cents.

For the use of a carriage from a public stand, by the hour, with one or two passengers, going from place to place, \$1.50 per hour; and for every additional passenger, 25 cents.

PLACES OF AMUSEMENT,

Academy of Music, cor. Broad and Locust streets.

Arch st. Theatre, Arch st. near 8th st.

Chestnut st. Theatre, Chestnut st. above 12th st.

Walnut st. Theatre, Walnut st. below 9th st.

Museum, Ninth and Arch sts.

Fox's Theatre, Chestnut st. near 10th st.

It is situated on the west bank of the Delaware River, near its junction with the Schuylkill.

The principal streets are *Chestnut-street* and *Market-street*, running east and west, and *Broad-street*, running north and south. The streets running north and south are named in numerical order, commencing at the Delaware River, First or Front street, Second street, Third street, &c. Many of those running east and west are named after different kinds of trees, &c., as Chestnut, Walnut, Pine, &c. The houses are numbered by squares, com-

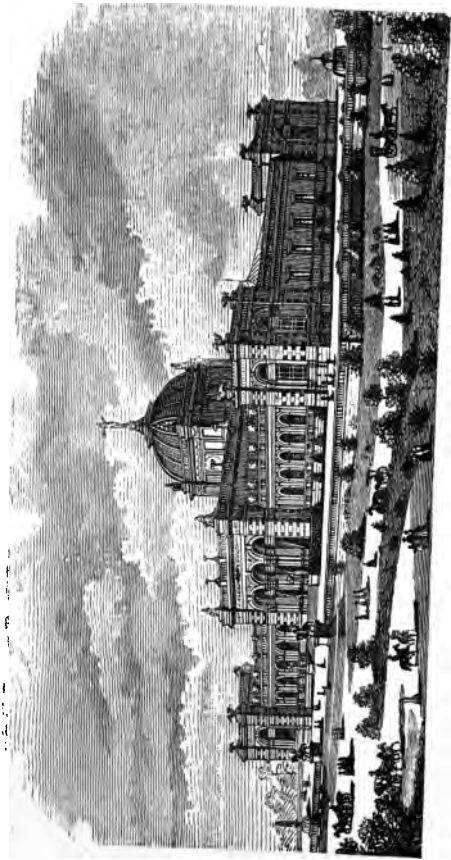
mencing a new hundred with every square. From east to west the numbers commence at the Delaware River. North and south the numbering commences at Market-street, and runs each way, thus making it easy to determine the exact locality of a house on knowing its number.

Chestnut-street, next south of Market, is the principal retail street and fashionable promenade. It is lined on both sides, from the Delaware River to Broad-street, with magnificent shops, hotels, banks, and public buildings.

The commercial facilities of Philadelphia are very great. At a convenient distance from the ocean, to communicate freely with a large and fertile inland region, its harbour is entirely safe, and can be reached by vessels of the largest size.

Among the *Public Buildings* the most interesting is *Independence Hall*, in Independence-square, on the south side of Chestnut, between Fifth and Sixth streets. It was in the east room on the ground floor of this building that the famous "Declaration of Independence" was passed by Congress, July 4th, 1776. The *Custom House*, on Chestnut-street, above Fourth street, is a beautiful building, in imitation of the Parthenon at Athens. The *Merchants' Exchange*, United States Mint, corner of Chestnut and Juniper streets, (open from 9 to 12 daily,) *Girard College*, Ridge Avenue, near Nineteenth-street, and the Masonic Temple, Broad street, are fine edifices.

Among other places of interest are *Carpenters' Hall*, in Chestnut-street, between Fourth and Fifth-streets, the original place of meeting of the Continental Congress, *Franklin's grave*, in the graveyard of Christ Church, corner of Fifth and Arch-streets, (a plain slab covering Franklin and his wife).



MEMORIAL HALL, FAIRMOUNT PARK.



Among notable buildings not already named which are well worth visiting may be mentioned the *University of Pennsylvania*, Ninth street, near Chestnut; *Pennsylvania Hospital*, Pine-street; *Insane Asylum*, West Philadelphia, where is Benj. West's great painting of "Christ healing the Sick"; *Eastern Penitentiary*, Coates-street, near Girard College; the *Union League Club House*, Broad-street, and many others. The *Main Building*, now a permanent Exposition, and *Memorial Hall*, or the Fine Arts Gallery at Fairmount Park, built for the Exhibition of 1876, remain permanently. The city has several large public libraries and literary and scientific associations.

The Academy of Fine Arts at the corner of Broad and Cherry-streets, has a large and valuable collection of paintings. There are also in and near city the many well-endowed hospitals and asylums. There are numerous *Public Squares* which add greatly to the attractions of the city. Fairmount Park and Waterworks, on the bank of the Schuylkill, are well worth a visit. This park is the largest city park in the world, being 2,700 acres in extent. *Laurel Hill* is one of the most beautiful rural cemeteries in the country. It is on Ridge Avenue. Among the churches are 32 Episcopal, 52 Presbyterian, 23 Roman Catholic, 22 Baptist, and 53 Methodist.

HISTORY.

William Penn, accompanied by a colony of English Friends, or Quakers, in 1682, planned and settled Philadelphia after a regular purchase from the Indians, ratified by treaty in due form. However this may be, certain it is that the name of "City of Brotherly Love," which it now bears, was given to it by Penn himself.

The Convention which formed the Constitution of the Republic assembled here, May, 1787. Here resided the first President of the United States, and here Congress continued to meet until 1797. The city was in possession of the British troops from September, 1777, to June 11, 1778, a result of the battles of Brandywine and Germantown.

Leaving Philadelphia, the train follows for a long distance the shore of the Delaware, which is frequently in sight on the left. Passing Chester and other small stations, the train stops at 28 miles from Philadelphia. WILMINGTON (*Delaware*), a pleasant town, where steamboats and railway carriages are built in large numbers. No stations of importance are passed before we reach HAVRE DE GRACE, (62 miles) before reaching which, the Susquehanna is crossed by a long bridge. Several small stations are passed before reaching (98 miles from Philadelphia, 190 from New York)

BALTIMORE.

(*Hotels*: see "HOTEL APPENDIX"), Population, 270,000. Baltimore, now the sixth city in population in the United States, is situated on the north side of the Patapsco River, 14 miles from its entrance in Chesapeake Bay and 200 miles from the sea. It is pleasantly situated on undulating ground, and is well laid out. Among the notable *Public Buildings* are the Court House, Exchange, Maryland Institute (for the promotion of the mechanic arts), and Peabody Institute, founded by George Peabody "for the encouragement of art, science, and general knowledge." Several of the churches are very beautiful structures. The city is well supplied with literary and charitable institutions. *Druid Park* is the largest open space in possession of the

city, and is very extensive and beautiful. The *Washington Monument*, at the intersection of Charles and Monument-streets, consists of a base 50 ft. square and 20 ft. high, supporting a Doric column 176 ft. high, surmounted by a colossal statue of Washington. It is all of white marble. *Battle Monument*, in Monument-square, is a beautiful structure of marble. *Greenmont* is the name given to the beautiful rural cemetery near the city.

The centenary of the existence of Baltimore was celebrated in August, 1829. On the 8th of that month, in 1729, the first act was passed for laying out the town on sixty acres of land, from which the native forests had just been taken. These sixty acres were purchased at forty shillings per acre, to be paid in money, or tobacco at one penny per pound. The progress of the city at first was sluggish and unpromising. Thirty-three years after its location (1752) it contained but *twenty-five houses*. The population in 1775 was 5,934; in 1870 it was 267,345.

"Putting aside Boston, which must, I think, be generally preferred by Englishmen to any other city in the States, I should choose Baltimore as my residence if I were called upon to live in America. I am not led to this opinion, if I know myself, solely by the canvas-back ducks; and as to the terrapins, I throw them to the winds."—*Trollope*.

Leaving Baltimore we pass several small stations and reach (18 miles) ANNAPOLIS JUNCTION, whence a railway goes 21 miles to *Annapolis*, the seat of the United States Naval Academy. We now pass several small and not very attractive towns and reach, 40 miles from Baltimore, WASHINGTON (*Hotels*: see "*HOTEL APPENDIX*").

The capital of the United States is

situated on the Potomac River, at the head of its navigation, 105 miles from Chesapeake Bay, and 175 miles from the Atlantic Ocean.

The site was selected by Washington, and the Act of Congress creating the District of Columbia was passed July 16th, 1790. The law provided that the Government should be removed to Washington in 1800, and that buildings should be erected for the accommodation of the President, Congress, and the Public Offices.

Washington occupies a central position in the District, on the left bank of the Potomac. Its streets are laid out parallel with the meridian, or at right angles with it, with the exception of a number of avenues, which intersect the others in diagonal directions. These bear the names of the fifteen states which comprised the union at the time the city was founded.

The *President's House* and the *Capitol* are a mile apart, and are the centres around each of which several of the broad diagonal avenues radiate.

Pennsylvania-avenue is the main street, and extends from the Capitol to the President's House, on it are many of the principal hotels and shops.

The streets are alphabetically and numerically named in each direction, commencing at the Capitol. Broad avenues run north, south, and east from the Capitol, called North, South, and East Capitol-streets. The other streets running east and west have the alphabetical names, there being two of each letter. Thus, A street North is the first street north of East Capitol street. B street South is the second street south, etc. The streets running north and south are numbered and designated as east and west. The streets are from 70 to 110 feet in width, and the avenues from 130 to 160 feet. The city, although it has

become one of the largest cities in the country, with a population of 109,204 in 1870, is laid out on so grand a scale that it may be many years before all its streets are lined with buildings. It has acquired the name of the "City of Magnificent Distances."

PUBLIC BUILDINGS.

First of these, in architectural grandeur as well as general interest, is the CAPITOL, which contains the halls of the national legislature, Supreme Court, etc. It is situated on an eminence and commands a view of the entire city, the heights of Georgetown, the windings of the Potomac, and the city of Alexandria.

The central part of the edifice, was commenced in 1793, and completed in 1815. The corner stone of the extension was laid by President Fillmore, July 4th, 1851, with Masonic ceremonies, on which occasion the Hon. Daniel Webster delivered a brilliant oration.

The new wings are each 325 feet in length from east to west, including porticos and steps, by 152 feet from north to south, also including porticos, and are connected to the main building by corridors, each 44 feet in length and 56 feet in width, making the entire length of the building from north to south 751 feet, and surmounted by a lofty dome in the centre.

The entire building covers a little more than three and a-half acres. The material of the older or central building is a white sandstone. The extension is built of white marble. The porticos fronting east have each twenty-two fluted columns. There is also a portico of ten columns on the west end of each wing, and similar porticos on the north side of the north wing and south side of the south wing.

The main entrances are by the three

eastern porticos, to which access is had by broad flights of steps. The more frequent entrances, however, are from the rear, the larger and more populous portion of the city being on that side.

In the centre of the Capitol is the *Dome*, the general outline of which resembles that of St. Peter's at Rome and St. Paul's, London. Its interior diameter is 96 feet, its exterior diameter 125 feet. Its height above the ground is 300 feet, or 230 feet above the roof. It is built of iron, and surmounted by a colossal statue of Freedom, in bronze. The structure is double, and between the two shells a winding staircase affords access to the summit.

Directly under the dome is the *Rotunda*, 96 feet in diameter, and rising to the entire height of the interior of the dome.

The *Senate Chamber* is in the north wing. It is rectangular in form, 112 feet long, 82 feet wide, and 30 feet high. The ceiling is of cast-iron, paneled with richly ornamented stained glass skylights. Galleries capable of seating upwards of a thousand people surround the hall. Adjoining this chamber are retiring rooms for senators, reception rooms, presiding officers' rooms, etc., all finished in magnificent style, with walls and columns of white and red marble, and the ceilings gilded and painted.

The *Hall of Representatives* is in the centre of the south wing, and is larger and more highly ornamented than the Senate Chamber. It is 139 feet long, 93 ft. wide, and 30 ft. high. Its galleries will accommodate 1,200 persons.

The Speaker's room is immediately in the rear of his chair, and is decorated with paintings and frescoes.

Magnificent marble staircases give access to the galleries here and in the

Senate Chamber. On the staircase leading to this gallery is a large fresco painting by Leutze, illustrating the "Westward Progress of Civilization."

The *Supreme Court Chamber*, formerly the Senate Chamber, is on the east side of the north wing of the centre building, and is semi-circular in form, 75 ft. in length and 45 in height.

The *Old Hall of Representatives*, in the south wing of the centre building, is also semi-circular in form, 95 ft. in length and 60 ft. in height. It is a receptacle for historical paintings and sculpture.

The *Congressional Library* is west of the Rotunda, and fronts upon the western part of the park and upon the city, of which it commands a fine view.

Outside of the building are some fine Sculptures in alto-relievo. The tympanum of the central pediment has a group representing the "Genius of America," by Persico, said to have been designed by John Quincy Adams. The northern pediment contains a group by Crawford representing the "Progress of Civilization in the United States."

Upon the south side of the steps to the central portico is a group by Greenough, depicting the "Early Struggles of Settlers in the Wilderness," and on the north side another by Persico, the "Discovery of America by Columbus." On either side of the eastern entrance to the Rotunda are statues of Peace and War, also by Persico. In the eastern part of the park is Greenough's colossal statue of Washington.

The entire cost, including the grounds surrounding it, has been about \$12,000,000.

The *Presidential Mansion* was completed in 1815, and forms a centre from which radiate Pennsylvania, New York, Connecticut, and Vermont

avenues. Its grounds cover about twenty acres, extending southerly to the Potomac. The building is of white freestone, with Ionic pilasters.

The public rooms are always open to strangers, and the President has occasional receptions, when the public are allowed to attend.

In the centre of Lafayette square, just across the street on the north, which connects the two portions of Pennsylvania - avenue, is *Mills's Equestrian Statue of General Jackson*, cast from cannon captured by the General.

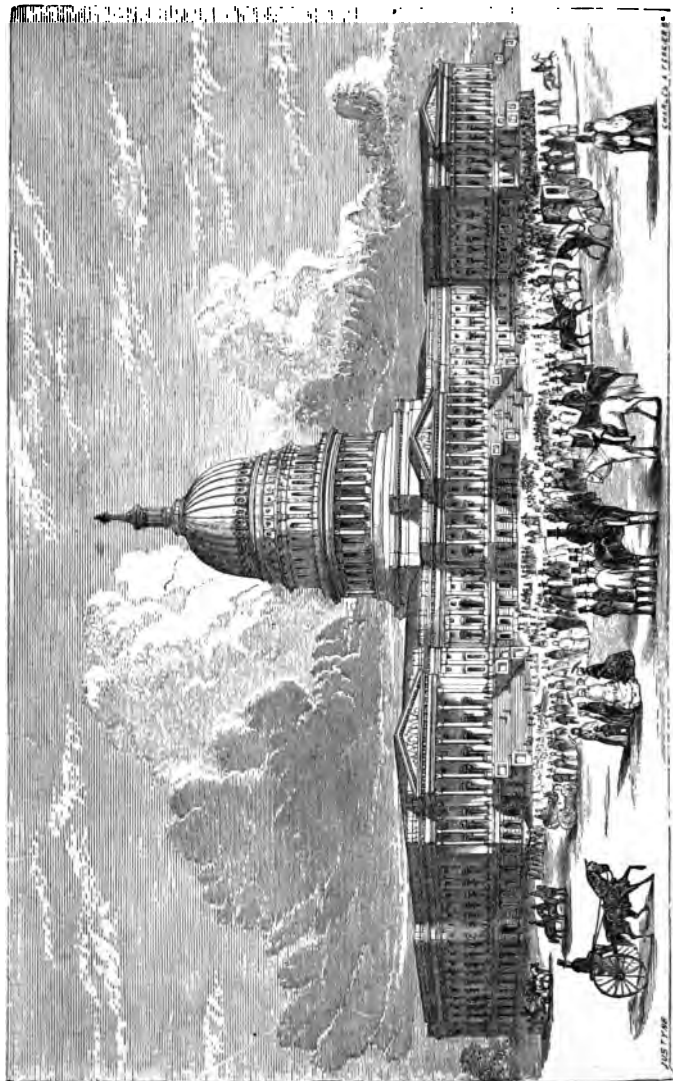
The *Treasury Department* building is east of the Executive Mansion, also within its grounds. It is a costly and imposing edifice, built of granite.

North-west of the Presidential Mansion is the new and handsome building occupied by the *Departments of State, War, and the Navy*.

The *Department of the Interior* is located in one of the most extensive buildings in Washington. This building, commonly called the *Patent Office*, occupies the entire square between North F and G, and West Seventh and Ninth streets. It is 406 ft. long, with two wings, each 275 ft. deep. Its height is 75 ft. The subdivisions of the department are the Land, Patent, Pension, and Indian offices.

Here are the halls of the Patent Office, in which may be found models of all the machines which have been patented since the foundation of the government. The proverbial ingenuity of the American people, and the interest taken by them in new inventions, renders the Patent Office very attractive to a large proportion of those who visit this city.

On the corner of North E and West Seventh streets is the *General Post Office*, built of white marble, in the Italian style. It is three stories high,



THE CAPITOL AT WASHINGTON.

204 ft. long, and 102 ft. deep; it contains twenty-seven rooms on each floor. The *Dead Letter Office* is connected with this department, and is an interesting place to visit.

The *Smithsonian Institution* is in that part of the public grounds which extend west from the Capitol. This institution was organized in accordance with the will of James Smithson, who left to the United States the sum of \$515,169, "to found at Washington, under the name of the Smithsonian Institution, an establishment for the increase and diffusion of knowledge among men." The money was received in 1838, and the Act of Congress establishing the Institution as it now exists was passed in 1846.

The building is of sandstone; its extreme length 450 ft., and its width 140 ft. It has nine towers, varying in height from 75 to 155 feet.

The management is vested in a Board of Regents.

Prof. Joseph Henry, then of Princeton College, New Jersey, was originally chosen secretary, in which office he still continues. Under his skilful and efficient management the Institution is taking very high rank among the scientific institutions of the world.

GEORGETOWN, a pleasant suburb of Washington, adjoins it on the west. Across the Potomac, and five miles away, is the old city of Alexandria in Virginia. It is easily seen from the Capitol. MOUNT VERNON, the home and burial place of Washington, is 15 miles down the Potomac. A small steamer goes there and returns early on the same day, on week days, in pleasant weather.

Tourists desiring to visit RICHMOND (82 miles from Washington), the capital of Virginia and the seat of the government of the so-called *Confederate States*, may leave Washington by the morning boat and reach Richmond in five hours, in time to see all the

objects of interest there, and return to Washington on the following day. The route passes Fredericksburgh, in sight of its disastrous battle field.

ROUTE 7.

NEW YORK TO CHICAGO VIA THE ALLEGHANY MOUNTAINS AND PITTSBURGH

By PENNSYLVANIA RAILWAY.

Distance, 912 miles. Fare, \$22.



In order to enjoy the scenery of the Alleghany Mountains, the tourist should leave New York by an evening express train.

There are two stations, one at the foot of Cortlandt-st., the other at the foot of Desbrosses-st., North River. After procuring tickets and checks for luggage, passengers go on board the ferry-boat, which carries them across the North River to the terminus of the railway at Jersey city.

Best views on the left hand.

This favourite route from New York to Philadelphia and the West, presents peculiar attractions to the tourist, its scenery being among the most attractive on the continent. The railway itself is not only well constructed, but its management is such as to secure the safety and utmost comfort of the passenger. The scenery of the Alleghany mountains, over which this railway passes, is very grand, and either in going or returning from the great West, the tourist should pass this way, being careful to so time his departure as to be in the neighbourhood of ALTOONA by daylight.

That part of the route from Jersey City to Philadelphia is described in Route 6, page 51. For description of Philadelphia, see pages 52 and 53.

Pursuing our route Westward we pass, 9 miles from Philadelphia, *Bryn Mawr*, a pleasant suburb of the latter city, with a fine new hotel. Passing several other stations of no especial interest to tourists, we reach LANCASTER, 159 miles, population 21,000, pleasantly situated in a fine agricultural region. It has many attractive buildings. After passing *Middletown* (187 miles), and several other stations, we reach

HARRISBURGH, 195 miles (*Hotels: The Lochiel, Boltions*), population, 25,000.

This city, the capital of Pennsylvania, is delightfully situated on the east bank of the Susquehanna River, 106 miles from Philadelphia, and 110 miles north of Washington. It was laid out, in 1785, by John Harris, from whom it received its name, and became the capital of the state in 1812.

Its site is one of great beauty, and the climate is extremely healthful.

The *Capitol Buildings*, consisting of the Capitol, and its adjacent state offices, and arsenal, stand upon an eminence, a little west of the centre of the city. The grounds about them have been laid out with great care and taste, forming one of the handsomest parks in the state. The Capitol is an imposing edifice, consisting of a main building and two wings, each with a portico and Doric pillars. It contains the Senate and Representative Chambers, the State Library, and Supreme Court rooms.

The city has extensive manufactures of iron and cotton.

About 15 miles from Harrisburgh our route enters the valley of the beautiful Juniata River, the general course of which it follows for

nearly 100 miles. Passing several unimportant stations the train stops at *Lewiston*, and at (292 miles) *Huntingdon*, and reaches (327 miles) ALTOONA, at the foot of the Alleghany Mountains, where all trains stop for refreshments. The *Logan House* has excellent accommodation for 500 guests.

At Altoona the ascent of the Alleghanies begins, and in the next eleven miles some of the finest views in America are to be seen. The engineering difficulties overcome in the construction of this part of the route were very great. At the summit, about 11 miles from Altoona, the train passes through a tunnel 3,600 ft. long, and after passing it commences the descent. A brief stop is made at *Cresson Springs*, a summer resort (*Mountain House*), at JOHNSTOWN, 366 miles, where are located the Cambria Iron Works, among the most extensive in the country, and several unimportant stations, and we reach (442 miles) PITTSBURGH (*Hotels: Monongahela House, Union Depot*), population, 87,000, situated at the confluence of the Alleghany and Monongahela rivers, where they form the Ohio, which is here a quarter of a mile wide.

It is built on a beautiful plain between the two rivers, in the form of a triangle. About a mile back of the point it is encompassed by Grant's, Ayers's, and Quarry hills. It is compactly built, with some handsome buildings, generally of brick; but a dingy appearance is given to them by the smoke of the bituminous coal, so extensively used in manufactures and otherwise. The city was first laid out in 1765, on the north-east bank of the Monongahela, after the plan of Philadelphia, with streets running parallel with the river, and crossed by others at right angles.

There are in the immediate vicinity inexhaustible mines of iron and coal, which have raised the city to a high rank among the manufacturing places of the country. Pittsburgh is connected with *Alleghany City* on the opposite bank of the Alleghany River by five bridges. The Custom House and Post Office, New City Hall, and Mercantile Library Hall, are elegant buildings.

"Pittsburgh is the Merthyr Tydvil of Pennsylvania,—or perhaps I should better describe it as an amalgamation of Swansea, Merthyr Tydvil, and South Shields. It is without exception the blackest place which I ever saw. The three English towns which I have named are very dirty, but all their combined soot and grease and dinginess do not equal that of Pittsburgh. As regards scenery it is beautifully situated, being at the foot of the Alleghany mountains, and at the juncture of the two rivers Monongahela and Alleghany. Here, at the town, they come together and form the river Ohio. Nothing can be more picturesque than the site; for the spurs of the mountains come down close round the town, and the rivers are broad and swift, and can be seen for miles from heights which may be reached in a short walk. Even the filth and wondrous blackness of the place are picturesque when looked down upon from above. The tops of the churches are visible, and some of the larger buildings may be partially traced through the thick, brown, settled smoke."—*Trollope*.

The first station after leaving Pittsburgh is *Rochester* on the Ohio River, at the mouth of Beaver River. Passing SALEM, in Ohio, the chief town of a rich agricultural county; ALLIANCE (528 miles), where our route crosses the Pittsburgh and Cleveland Railway; CANTON (544 miles); MASSILON (554 miles), a well-built town of considerable trade; Mansfield (633 miles); CRESTLINE (620 miles), the crossing of the Cleveland, Columbus, Cincinnati and Indianapolis Railway (207 miles from Indianapolis); and several towns of lesser note, we reach (764 miles) FORT WAYNE,

a growing town, now one of the most important in Indiana. Population, 18,000. After passing *Warsaw*, *Plymouth*, VALPARAISO (869 miles), and several other unimportant stations, we reach CHICAGO (912 miles,) (*Hotels*: see "HOTEL APPENDIX").

CAB FARES.

From one railway station to another, each passenger 50 cents. For one mile or less distance, 50 cents each passenger. Over one mile and less than two miles, \$1. Each additional passenger, 50 cents. One package of baggage free.

CHICAGO furnishes an instance of rapid growth entirely unprecedented in this or any other country. Forty years ago it was a small Indian trading post, the plain on which the city is now built being a waste. In 1833 there were but thirty-five houses outside the walls of Fort Dearborn, and they were mostly built of logs. In 1843 the population had reached only 7,000; in 1850 it had grown to 29,000, in 1860 to 110,000. It is claimed that the city and suburbs now contain 400,000 inhabitants.

The city is built on a plain on the western shore of Lake Michigan, at the mouth of Chicago River, which latter, with its two branches divide the city into three divisions, called the North, South, and West Divisions. The streets are wide and regularly built, and are generally well paved. Few cities boast of finer private residences, and since the fire of October, 1871, which destroyed nearly the whole of the business portion of the city, no city can boast of a greater number of splendid buildings devoted to the purposes of business.

Chicago is one of the largest grain markets in the world, seventy million bushels of grain having been received in 1872. More than a thousand million feet of lumber were

received in the same year. The receipts of cattle in the same year were 400,000, of hogs 1,900,000, of sheep over 300,000.

The great fire of October 8-9, 1871, burned over $3\frac{1}{4}$ square miles of the best portion of the city, destroying 17,500 buildings, and occasioning pecuniary damage estimated at £56,000,000. The new city which has risen upon the ruins is much more magnificent than the former city, in fact, so far as its business portions are concerned, Chicago is now by far the best built city in the world. Its leading journal in speaking of the rapid re-construction of the city, says:—"We know no words which will better convey to persons outside of Chicago an idea of what has been done by way of rebuilding the city than to say that, beginning on April 15th, 1872, and ending December 1st, 1872, excluding Sundays, counting 200 working days and each day of eight hours, there will be completed one brick, stone or iron building 25 feet front, and from four to six stories high *for each hour of that time*. The extraordinary achievement in rebuilding Chicago is not confined to the number of new buildings, but applies equally to their size and their superiority in construction and materials. Before the fire four stories was the general height of business blocks, the present buildings are as a general thing at least one story higher, thus adding one-fifth to the warehouse capacity."

As all the principal public buildings of the city were destroyed by the fire, and are not yet completely rebuilt, no description is given of them. It is in the marvellous enterprise of the people, as shown in the reconstruction of their burned city, in the magnificence of the warehouses and hotels, and the enormous commerce of the place, rather than in

any special and individual objects of interest that the interest of a visit to Chicago consists.

The city is supplied with water from a tunnel two miles in length under the bottom of the lake. The lake terminus of this tunnel, called the Crib, is worthy a visit. The city has several pleasant *Parks*, and the environs abound in beautiful drives.

ROUTE 8.

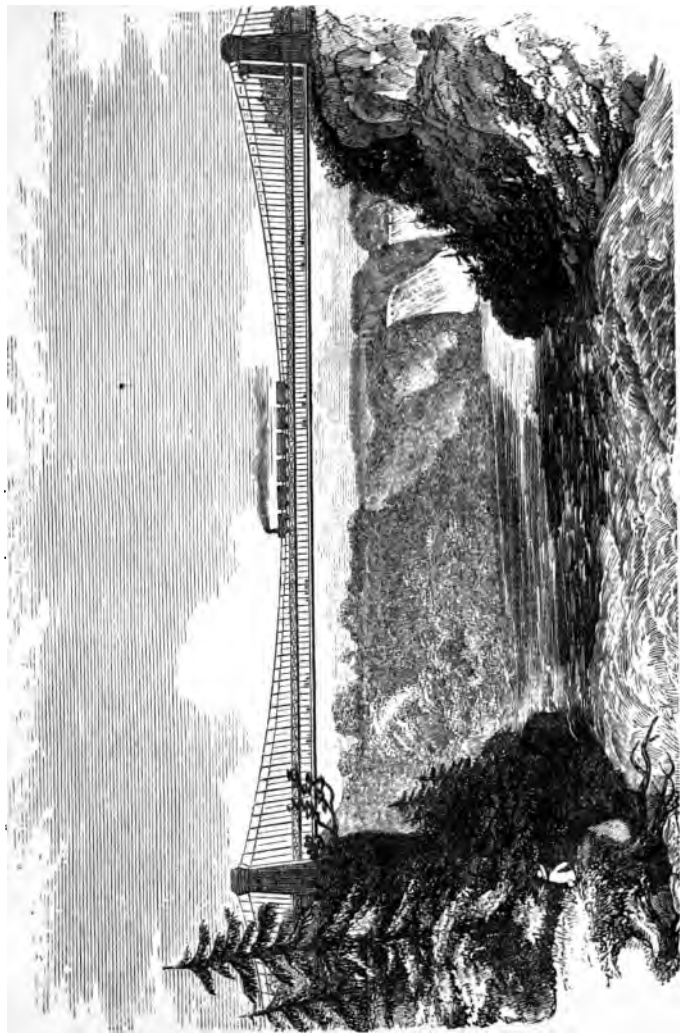
NEW YORK TO CHICAGO, VIA ALBANY, NIAGARA FALLS, AND THE GREAT WESTERN RAILWAY OF CANADA.

Distance, 964 miles. Time, 36 hours.
Fare, \$22.

For a description of so much of this route as lies between New York and Albany, see Route 2.



THE first station after leaving Albany is SCHENECTADY (161 miles from New York), an old town on the Mohawk River, the seat of Union College, one of the oldest colleges in the country. The college buildings



THE NIAGARA SUSPENSION BRIDGE.

are conspicuous on the right soon after leaving the station. The line follows the valley of the Mohawk for nearly a hundred miles. Passing Amsterdam, St. Johnsville, LITTLE FALLS (219 miles), a village of 6,000 inhabitants, beautifully situated in a mountain gorge through which pass the Mohawk River, the Erie Canal, and the Central Railway; ILION, where the well known fire arms of Remington are manufactured, and other less important stations we reach UTICA, 239 miles (*Hotels: *BAGGS, Central*), a handsome and thriving town of 40,000 inhabitants. It has large woollen and cotton manufactories, and is the market town of a fine agricultural region. The State Lunatic Asylum, a costly and well-constructed edifice, with accommodation for 400 patients, is situated near the city.

[Visitors to TRENTON FALLS take the Black River Railroad trains at this point, the distance to the Falls being about twenty miles. "These Falls, now a great place of resort, were scarcely known to tourists until 1822, when the first hotel was erected. Although the Falls appear small when compared with Niagara, the rugged wildness of the surrounding scenery, and the picturesque character of the valley and stream, render it a spot of extraordinary attraction. There are large hotels, where everything necessary for the comfort and enjoyment of guests during the hot summer months is provided. A fine collection of fossils, belonging to the geological period which takes its name from this place, is numerously visited. Specimens are for sale at reasonable prices. There are few cabinets in the world which have not drawn upon this collection."]

The next town of importance is ROME (254 miles), a town of con-

siderable trade. The Erie Canal runs through the town, and it has communication by railway with Oswego on Lake Ontario. Passing several small towns we reach (293 miles) SYRACUSE (*Hotels: Syracuse House, Globe*), a thriving well-built city of 35,000 inhabitants. There are extensive salt springs in and about the city. The amount of salt annually produced here is about 8,000,000 bushels. The State Asylum for Idiots is here.

(From this point to Rochester the Central Railway Company has two lines—the direct line which will be described farther on, and the old line, somewhat longer than the direct line, passing *Auburn*, where is one of the state prisons; Cayuga and the beautiful lake of that name; Geneva, on the Seneca Lake, one of the most beautiful towns in America; and *Candaigua*, a beautiful town situated also at the foot of a beautiful lake of the same name.)

Leaving Syracuse the line passes among other places *Jordan*, *Clyde*, *Palmyra*, 350 miles, a beautiful rural town, once the residence of Joseph Smith, founder of the Mormon Sect; (here he pretended to have found the *golden plates of the Mormon Bible*), and reaches (373 miles) ROCHESTER. Just before reaching the station the *Genesee River* is crossed close to the Falls (*Hotels: see "HOTEL APPENDIX"*), population, 63,000. It is a beautiful city, noted for its large flour mills and other manufactories. It is the seat of a prosperous university; it is the market town also of one of the finest agricultural regions in America, the famous *Genesee Valley*.

(The Central Railway has a line from Rochester to the Suspension Bridge (*Niagara Falls*), which we will now describe, and another line to Buffalo on Lake Erie (69 miles), described in route 9.)

Leaving Rochester we pass *Albion*,

LOCKPORT, so called from the locks by which the Erie Canal is carried up an elevation of 60 ft. and reach (449 miles) *Suspension Bridge*, two miles from NIAGARA FALLS. The International Suspension Bridge crosses the river at this point and connects the Canada railways with those of the States. Another line extends north to Lewiston, and another *via* Niagara Falls to Buffalo. The length of the bridge is 800 ft.; height above the water, 230 ft.; width, 24 ft.; supported by four wire-cables 9½ ins. in diameter, and has a sustaining capacity of 12,400 tons. The towers are 88 ft. on the American side, and 78 ft. on the Canadian. Its total weight is 800 tons, and it cost \$400,000. There are two floors, the upper for the railroad track, and the lower for carriages. The bridge commands a fine view of the river above up to the Falls, and of the rapids below the bridge for three-quarters of a mile to the *whirlpool*. The water of these rapids runs at the rate of 25 miles per hour. When seen from the shore, they present one of the grandest sights of the kind in the world; and the tourist has not seen all of Niagara until he has stood on the shore, 150 rods below the bridge.

Frequent trains from the Suspension Bridge Station convey passengers (2 miles) to the village of

can side are the *Cataract, International, Spencer*, neither of which has a view of the falls, the first named having a view of the rapids above the falls. On the Canadian side, reached by means of the new Suspension Bridge, is the *Clifton House*, a large first-class establishment, *from the rooms and balconies of which there is an uninterrupted view of the whole of both cataracts*. This is the most desirable stopping-place. This (the Canadian) side of the river has the great advantage of affording perfect views for which no payment is exacted, while on the American side the views are limited, and the whole bank of the river is enclosed and entrance fees are everywhere demanded.

NIAGARA FALLS. The river which connects Lake Erie with Lake Ontario, is about 36 miles long, and flows from south to north. At its egress from Lake Erie, it is three-quarters of a mile wide, and from 40 to 60 ft. deep, and flows with a current of about 4 miles an hour. As it proceeds, the river widens to 6 or 8 miles, embracing several islands, the distance at the fall from the principal of which are Grand Island, 1½ miles long, and from 2 to 7 miles wide, well wooded, and reaching to within 1½ miles of the falls; and Navy Island, much smaller, celebrated in the events of the old Canadian rebellion. The *Falls of Niagara* are about 22 miles below Lake Erie, and 14 above Lake Ontario, and are one of the greatest natural curiosities in the world. The mighty volume of water which forms the outlet of the great Lakes Superior, Michigan, Huron, and Erie, is here precipitated over a precipice 160 ft. high, with a roar which may be heard, in favour-

NIAGARA FALLS,

close to the cataract. At the railway station of Niagara Falls the tourist will find the omnibus of each of the chief hotels. *Hotels*: On the Ameri-

able circumstances, to the distance of 15 miles, though, at times, the falls may be nearly approached without perceiving much to indicate a tremendous cataract in the vicinity. In consequence of a bend in the river, the principal weight of water is thrown on the Canadian side, down what is called the Horse-shoe fall, which name has become inappropriate, as the edge of the precipice has ceased to be a curve, and forms a moderately acute angle. Near the middle of the fall, Goat Island, containing 75 acres, extends to the brow of the precipice, dividing the river into two parts; and a small projecting mass of rock at a little distance from it, toward the American shore, again divides the cataract on that side. Goat Island, at the lower end, presents a perpendicular mass of rocks, extending from the bottom to the top of the precipice. A bridge has been constructed from the American shore to Bath Island; and another connects the latter with Goat Island. American shore to Goat Island, is 65 rods; across the front of Goat Island, is 78 rods; around the Horse-shoe fall, on the Canadian side, 144 rods; directly across the Horse-shoe, 74 rods. The height of the fall near the American shore is 163 feet; near Goat Island on the same side, 158 ft.; near Goat Island on the Canada side, 154 ft. The Canadian side is generally thought to present the finest view of the falls; though if the spectator will visit the tower on the opposite side on Goat Island at sunrise, when the whole cavity is enlightened by the sun, and a complete rainbow is presented in the rising spray, he cannot desire anything finer. It has been computed that 100 million tons of water are discharged over the precipice every hour. The rapids commence about a mile above the falls, and the

water descends 57 feet before it arrives at the cataract. The view from the bridge to Goat Island, of the troubled water dashing tumultuously over the rocks, is terrific.

A Suspension Bridge, from which a fine view may be had, extends from the American to the Canadian shore, a short distance below the falls.

"Of all the sights on this earth of ours which tourists travel to see,—at least, of all those which I have seen,—I am inclined to give the palm to the Falls of Niagara. In the catalogue of such sights I intend to include all buildings, pictures, statues, and wonders of art made by men's hands, and also all beauties of nature prepared by the Creator for the delight of his creatures. This is a long word; but as far as my taste and judgment go, it is justified. I know no other one thing so beautiful, so glorious, and so powerful. I would not by this be understood as saying that a traveller wishing to do the best with his time should first of all places seek Niagara. In visiting Florence he may learn almost all that modern art can teach. At Rome he will be brought to understand the cold hearts, correct eyes, and cruel ambition of the old Latin race. In Switzerland he will surround himself with a flood of grandeur and loveliness, and fill himself, if he be capable of such filling, with a flood of romance. The Tropics will unfold to him all that vegetation in its greatest richness can produce. In Paris he will find the supreme of polish, the *ne plus ultra* of varnish according to the world's capability of varnishing. And in London he will find the supreme of power, the *ne plus ultra* of work according to the world's capability of working. Any one of such journeys may be more valuable to a man,—nay, any one such journey must be more valuable

to a man, than a visit to Niagara. At Niagara there is that fall of waters alone. But that fall is more graceful than Giotto's tower, more noble than the Apollo. The peaks of the Alps are not so astounding in their solitude. The valleys of the Blue Mountains in Jamaica are less green. The finished glaze of life in Paris is less invariable; and the full tide of trade round the Bank of England is not so inexorably powerful."

"It has been said that it matters much from what point the falls are first seen, but to this I demur. It matters, I think, very little, or not at all. Let the visitor first see it all, and learn the whereabouts of every point, so as to understand his own position and that of the waters; and then having done that in the way of business let him proceed to enjoyment. I doubt whether it be not the best to do this with all sight seeing. I am quite sure that it is the way in which acquaintance may be best and most pleasantly made with a new picture.

"The falls are, as I have said, made by a sudden breach in the level of the river. All cataracts are, I presume, made by such breaches; but generally the waters do not fall precipitously as they do at Niagara; and never elsewhere, as far as the world yet knows, has a breach so sudden been made in a river carrying in its channel such or any approach to such a body of water. Up above the falls, for more than a mile, the waters leap and burst over rapids, as though conscious of the destiny that awaits them. Here the river is very broad, and comparatively shallow, but from shore to shore it frets itself into little torrents, and begins to assume the majesty of its power. Looking at it even here, in the expanse which forms itself over the greater fall, one feels sure that no strongest swimmer could have a

chance of saving himself, if fate had cast him in even among those petty whirlpools. The waters, though so broken in their descent, are deliciously green. This colour, as seen early in the morning, or just as the sun has set, is so bright as to give to the place one of its chiefest charms.

"This will be best seen from the further end of the island, Goat Island, as it is called, which, as the reader will understand, divides the river immediately above the falls. Indeed, the island is a part of that precipitously broken ledge over which the river tumbles; and no doubt in process of time will be worn away and covered with water. The time, however, will be very long. In the meanwhile, it is perhaps a mile round, and is covered thickly with timber. At the upper end of the island the waters are divided, and coming down in two courses, each over its own rapids, form two separate falls. The bridge by which the island is entered is a hundred yards or more above the smaller fall. The waters here have been turned by the island, and make their leap into the body of the river below at a right angle with it, about 200 yards below the greater fall. Taken alone this smaller cataract would, I imagine, be the heaviest fall of water known; but taken in conjunction with the other, it is terribly shorn of its majesty. The waters here are not green, as they are at the larger cataract; and though the ledge has been hollowed and bowed by them so as to form a curve, that curve does not deepen itself into a vast abyss as it does at the horse-shoe up above. This smaller fall is again divided, and the visitor, passing down a flight of steps and over a frail wooden bridge, finds himself on a smaller island in the midst of it.

"But we will go at once on to the glory, and the thunder, and the ma-

jeasty, and the wrath of that upper hell of waters. We are still, let the reader remember, on Goat Island, still in the States, and on what is called the American side of the main body of the river. Advancing beyond the path leading down to the lesser fall, we come to that point of the island at which the waters of the main river begin to descend. From hence across to the Canadian side, the cataract continues itself in one unabated line. But the line is very far from being direct or straight. After stretching for some little way from the shore, to a point in the river which is reached by a wooden bridge, at the end of which stands a tower upon the rock,—after stretching to this, the line of the ledge bends inwards against the flood,—in, and in, and in, till one is led to think that the depth of that horse-shoe is immeasurable. It has been cut with no stinting hand. A monstrous cantle has been worn back out of the centre of the rock, so that the fury of the waters converges, and the spectator, as he gazes into the hollow with wistful eyes, fancies that he can hardly trace out the centre of the abyss.

“Go down to the end of that wooden bridge, seat yourself on the rail, and there sit till all the outer world is lost to you. There is no grander spot about Niagara than this. The waters are absolutely around you. If you have that power of eye-control which is so necessary to the full enjoyment of scenery, you will see nothing but the water. You will certainly hear nothing else; and the sound, I beg you to remember, is not an ear-cracking, agonizing crash and clang of noises; but is melodious, and soft withal, though loud as thunder. It fills your ears, and as it were envelops them, but at the same time you can speak to your neighbour without an effort. But at this place,

and in these moments, the less of speaking I should say the better. There is no grander spot than this. Here, seated on the rail of the bridge, you will not see the whole depth of the fall. In looking at the grandest works of nature, and of art too, I fancy, it is never well to see all. There should be something left to the imagination, and much should be half concealed in mystery. The greatest charm of a mountain range is the wild feeling that there must be strange, unknown, desolate worlds in those far-off valleys beyond. And so here, at Niagara, that converging rush of waters may fall down, down at once into a hell of rivers for what the eye can see. It is glorious to watch them in their first curve over the rocks. They come green as a bank of emeralds, but with a fitful flying colour, as though conscious that in one moment more they would be dashed into spray and rise into air, pale as driven snow. The vapour rises high into the air, and is gathered there, visible always as a permanent white cloud over the cataract; but the bulk of the spray which fills the lower hollow of that horse-shoe is like a tumult of snow. This you will not fully see from your seat on the rail. The head of it rises ever and anon out of that caldron below, but the caldron itself will be invisible. It is ever so far down—far as your own imagination can sink it. But your eyes will rest full upon the curve of the waters. The shape you will be looking at is that of a horse-shoe, but of a horse-shoe miraculously deep from toe to heel; and this depth becomes greater as you sit there. That which at first was only great and beautiful, becomes gigantic and sublime till the mind is at loss to find an epithet for its own use. To realize Niagara, you must sit there till you see nothing else than that which you have come to see.

You will hear nothing else, and think of nothing else. At length you will be at one with the tumbling river before you. You will find yourself among the waters as though you belonged to them. The cool liquid green will run through your veins, and the voice of the cataract will be the expression of your own heart. You will fall as the bright waters fall, rushing down into your new world with no hesitation and with no dismay; and you will rise again as the spray rises, bright, beautiful, and pure. Then you will flow away in your course to the uncompassed, distant, and eternal ocean.

"When this state has been reached and has passed away, you may get off your rail and mount the tower. I do not quite approve of that tower, seeing that it has about it a gingerbread air, and reminds one of those well-arranged scenes of romance in which one is told that on the left you turn to the lady's bower, price sixpence; and on the right ascend to the knight's bed, price sixpence more, with a view of the hermit's tomb thrown in. But nevertheless the tower is worth mounting, and no money is charged for the use of it. It is not very high, and there is a balcony at the top on which some half-dozen persons may stand at ease. Here the mystery is lost, but the whole fall is seen. It is not even at this spot brought so fully before your eye—made to show itself in so complete and entire a shape, as it will do when you come to stand near to it on the opposite or Canadian shore. But I think that it shows itself more beautifully. And the form of the cataract is such, that here in Goat Island, on the American side, no spray will reach you, although you are absolutely over the waters. But on the Canadian side, the road as it approaches the fall is wet and rotten with spray, and you, as you stand

close upon the edge, will be wet also. The rainbows as they are seen through the rising cloud—for the sun's rays as seen through these waters show themselves in a bow as they do when seen through rain—are pretty enough, and are greatly loved. For myself, I do not care for this prettiness at Niagara. It is there, but I forget it, and do not mind how soon it is forgotten.

"But we are still on the tower; and here I must declare, that though I forgive the tower, I cannot forgive the horrid obelisk which has latterly been built opposite to it, on the Canadian side, up above the fall; built apparently—for I did not go to it—with some camera obscura intention, for which the projector deserves to be put in Coventry by all good Christian men and women. At such a place as Niagara, tasteless buildings, run up in wrong places with a view to money making, are perhaps necessary evils. It may be that they are not evils at all; that they give more pleasure than pain, seeing that they tend to the enjoyment of the multitude. But there are edifices of this description which cry aloud to the gods by the force of their own ugliness and malposition. As to such it may be said that there should somewhere exist a power capable of crushing them in their birth. This new obelisk or picture-building at Niagara is one of such.

"And now we will cross the water, and with this object will return by the bridge out of Goat Island on the main land of the American side. But as we do so, let me say that one of the great charms of Niagara consists in this,—that, over and above that one great object of wonder and beauty, there is so much little loveliness—loveliness especially of water I mean. There are little rivulets running here and there over little falls, with pendent boughs above them, and stones

shining under their shallow depths. As the visitor stands and looks through the trees, the rapids glitter before him, and then hide themselves behind islands. They glitter and sparkle in far distances under the bright foliage till the remembrance is lost, and one knows not which way they run.

"Crossing over to the Canada side you will walk on towards the falls. As I have said before, you will from this side look directly into the full circle of the upper cataract, while you will have before you at your left hand the whole expanse of the lesser fall. For those who desire to see all at a glance, who wish to comprise the whole with their eyes, and to leave nothing to be guessed, nothing to be surmised, this, no doubt, is the best point of view.

"Here, on this side, you walk on to the very edge of the cataract, and, if your tread be steady and your legs firm, you dip your foot into the water exactly at the spot where the thin outside margin of the current reaches the rocky edge and jumps to join the mass of the fall. The bed of white foam beneath is certainly seen better here than elsewhere, and the green curve of the water is as bright here as when seen from the wooden rail across. But nevertheless I say again that that wooden rail is the one point from whence Niagara may be best seen aright.

"Close to the cataract, exactly at the spot from whence in former days the Table Rock used to project from the land over the boiling caldron below, there is now a shaft down which you will descend to the level of the river, and pass between the rock and the torrent. This Table Rock broke away from the cliff and fell, as up the whole course of the river the seceding rocks have split and fallen from time to time through countless years, and will continue to do till the bed of the

upper lake is reached. You will descend this shaft, taking to yourself or not taking to yourself a suit of oil-clothes as you may think best. I have gone with and without the suit, and again recommend that they be left behind. I am inclined to think that the ordinary payment should be made for their use, as otherwise it will appear to those whose trade it is to prepare them that you are injuring them in their vested rights.

"Some three years since I visited Niagara on my way back to England from Bermuda, and in a volume of travels which I then published I endeavoured to explain the impression made upon me by this passage between the rock and the waterfall. An author should not quote himself; but as I feel myself bound, in writing a chapter specially about Niagara, to give some account of this strange position, I will venture to repeat my own words.

"In the spot to which I allude the visitor stands on a broad safe path, made of shingles, between the rock over which the water rushes and the rushing water. He will go in so far that the spray rising back from the bed of the torrent does not incommode him. With this exception, the further he can go in the better; but circumstances will clearly show him the spot to which he should advance. Unless the water be driven in by a very strong wind, five yards make the difference between a comparatively dry coat and an absolute wet one. And then let him stand with his back to the entrance, thus hiding the last glimmer of the expiring day. So standing he will look up among the falling waters, or down into the deep misty pit, from which they reascend in almost as palpable a bulk. The rock will be at his right hand, high and hard, and dark, and straight, like the wall of some huge cavern, such

as children enter in their dreams. For the first five minutes he will be looking but at the waters of a cataract, at the waters, indeed, of such a cataract as we know no other, and at their interior curves which elsewhere we cannot see. But by-and-by all this will change. He will no longer be on a shingly path beneath a waterfall; but that feeling of a cavern wall will grow upon him, of a cavern deep, below roaring seas, in which the waves are there, though they do not enter in upon him; or rather not the waves, but the very bowels of the ocean. He will feel as though the floods surrounded him, coming and going with their wild sounds, and he will hardly recognize that though among them he is not in them. And they, as they fall with a continual roar, not hurting the ear, but musical withal, will seem to move as the vast ocean waters may perhaps move in their internal currents. He will lose the sense of one continued descent, and think that they are passing round him in their appointed courses. The broken spray that rises from the depth below, rises so strongly, so palpably, so rapidly, that the motion in every direction will seem equal. And, as he looks on, strange colours will show themselves through the mist; the shades of grey will become green or blue, with ever and anon a flash of white; and then, when some gust of wind blows in with greater violence, the sea-girt cavern will become all dark and black. Oh, my friend, let there be no one there to speak to thee then; no, not even a brother. As you stand there speak only to the waters."—ANTHONY TROLLOPE.

Charles Dickens, in his description of the Falls of Niagara, says—

"It was not till I came to Table Rock and looked—Great Heaven!—on what a fall of bright green water!

—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect and the enduring one—instant and lasting—of the tremendous spectacle was Peace. Peace of Mind—Tranquillity—calm recollections of the Dead—Great Thoughts of Eternal Rest and Happiness—nothing of Gloom or Terror. Niagara was at once stamped on my heart as an Image of Beauty, to remain there changeless and indelible, until its pulses cease to beat for ever.

"I think in every quiet season now, Still do those waters roll and leap and roar and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream seem to die as it comes down, and always from the unfathomable gulf rises that tremendous ghost of spray and mist that is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—Light—came rushing on creation at the word of God."

Resuming our journey at the Suspension Bridge, the train crosses to the Canada side and pursues its journey westward through Canada. Eleven miles from the bridge, 460 from New York, is ST. CATHERINE'S, a place much resorted to for its mineral waters. HAMILTON (480 miles) is one of the most beautiful and prosperous cities of Canada; it is at the head of the western extremity of Lake Ontario. Passing Paris and Woodstock we reach (567 miles) LONDON, a handsome and prosperous town of

14,000 inhabitants. In 1820 its present site was a wilderness. Our route now passes through a good agricultural region, with few large towns, and reaches the Detroit River at Windsor opposite Detroit (668 miles). Passengers cross the river in a large ferry boat. Those who intend to proceed at once from Detroit can procure meals on board the ferry boat. DETROIT (*Hotels: Biddle House, Exchange*), population, 81,000. This town is beautifully situated on the Detroit River, a wide stream which connects Lakes St. Clair and Erie. It is handsomely laid out and possesses many fine public and private buildings. Jefferson Avenue, the principal street, is one of the most beautiful in the country. The city has a large and rapidly increasing trade, being the chief market of a large region of fertile country.

Leaving Detroit, the first town of importance is ANN ARBOR (714 miles), a beautiful town situated on a plateau above the line of the railway and not visible from it. It is the seat of the *University of Michigan*, a large and prosperous institution. JACKSON (753 miles) is a beautiful and prosperous town of 12,000 inhabitants; here is the State's Prison. From this point to NILES (103 miles) the Michigan Central Railway Company have two lines—one *via* Marshall, Battle Creek, and Kalamazoo, the other and more direct line being by way of Homer and Three Rivers. NILES (680 miles) is the point at which the line crosses the St. Joseph River; it is a pleasant town of 6,500 inhabitants. New Buffalo and Michigan City, places of no interest, are now passed before reaching CHICAGO. For description of this city see Route 7.



ROUTE 9.

NEW YORK TO CHICAGO VIA
ERIE RAILWAY AND LAKE
SHORE AND SOUTHERN
MICHIGAN RAILWAY.

Distance, 900 miles. Time, 36 hours.
Fare, \$22.



HE station is at the foot of Chambers-street, where tickets are purchased and luggage checked. Crossing the North River to Pavonia, passengers take the cars at the station, which is connected with the ferry. Best views to the right. The scenery along this route is very grand. To enjoy it the tourist should take the first express train in the morning.

After passing through the picturesque valley of the Passaic, in Northern New Jersey, and the pastures of Rockland and Orange counties, where some of the finest dairies in the world are found, the bold and rugged scenery of the Delaware valley engages the attention of the traveller for the next 100 miles, to Deposit. From here we cross the country to the Susquehanna valley. The valley of this beautiful river and its tributaries is then followed to Hornellsville, affording interesting and picturesque views. From Hornellsville, on the main route, to Buffalo there is less of interest, the country being generally flat.

Leaving the station, the train soon

passes through the Bergen tunnel, seven-eighths of a mile in length, and reaches (17 miles) PATERSON, a thriving manufacturing town of 34,000 inhabitants. There are here over twenty cotton mills, and three manufactories of locomotive engines. Passing several unimportant stations, TURNERS is reached (47 miles), where there is a large railway refreshment house. GOSHEN (60 miles) is the centre of a noted dairy region. *Mid-dletown* and *Otisville*, pleasant and thriving villages, are passed before reaching PORT JERVIS (89 miles), on the Delaware River. Here is a large dining establishment conducted by the railway company.

The scenery of the next hundred miles is very grand. Soon after leaving the station the Delaware River is crossed on a bridge 800 ft. long. For the next twenty-five miles the railway is in the state of Pennsylvania. Near *Pond Eddy* (100 miles) the line runs along the bank of the river for a considerable distance. This portion of the line was most costly and difficult to construct. At *Lackawaren*, the Delaware and Hudson Canal crosses the Delaware River in an aqueduct supported by a suspension bridge. Near *Mast Hope* our line again crosses the Delaware, and passing through the narrow gorge at *NARROWSBURGH* passes *Callicoon* (136 miles), *Hancock*, a beautiful village shut in among mountains, and we reach *DEPOSIT* (177 miles), the centre of a large lumber region. For ten miles after leaving this station the scenery is very wild, with an occasional view of great beauty. *SUMMIT* (185 miles) is nearly 1,400 ft. above the level of the sea. The place is exceedingly wild. For eight miles beyond, the line descends a grade of 60 ft. per mile. Four miles from *Summit* is *Cascade Bridge*, a beautiful structure

of a single arch spanning a ravine 250 ft. wide, and 185 ft. deep. Shortly after leaving this bridge we arrive at the Starucca Viaduct. This is a little beyond the State line in Pennsylvania. It is a magnificent and costly structure, 1,200 ft. in length, and 110 ft. in height. There are eighteen arches. Like the Cascade Bridge, it should be viewed from below to obtain a full idea of its grandeur and extent. The views in this neighbourhood are very fine. At SUSQUEHANNA (193 miles) are large machine shops, and an enormous dining room belonging to the railway company. The road now follows the valley of the Susquehanna, crossing it on a wooden bridge, 800 ft. long, half a mile beyond the station. The grades are now very light, not exceeding 5 ft. per mile.

GREAT BEND (201 miles) is the junction of several railways running to the coal regions of Pennsylvania. Four miles beyond this station we again enter New York. *Kirkwood* (206 miles) is the birthplace of Joseph Smith, the Mormon prophet. BINGHAMPTON (216 miles) is a beautiful village of 12,500 inhabitants, at the junction of the Chenango and Susquehanna rivers. Here is the *State Asylum for Inebriates*. OWEGO (237 miles) is a beautiful town on the Susquehanna, and is rapidly growing in importance. (A side line goes from this place to the charming town of ITHACA, on Cayuga Lake, the seat of *Cornell University*, one of the most noted schools in the country.) Passing Waverley and Chemung we reach (273 miles) ELMIRA (*Hotel: Brainard House*), population, 15,000. It has large manufactories of iron, and boots, and shoes. Near the railway, on the left after leaving the station, is seen the Female Seminary, with 300 students. Passing through a level and fertile country for five miles we leave, on

the right, the line which goes to WATKINS, at the head of the beautiful Seneca Lake, 20 miles from Elmira, and to Cananandaigua and Niagara Falls.

From CORNING (291 miles) a railway goes off to Buffalo. Passing several unimportant stations we reach (332 miles) HORNELLVILLE, where there is a dining saloon for railway passengers. From this point westward to Lake Erie there are two lines, one reaching the lake at Dunkirk, the other at Buffalo. The distance to Dunkirk is 128 miles, to Buffalo 91. Leaving Hornellsville, on the Buffalo line, we pass several small stations before reaching PORTAGE (362 miles), an interesting spot. In the immediate vicinity are three waterfalls remarkable for their grandeur and beauty. The bridge by which the railway crosses the river is the largest wooden railroad bridge in the world. It was built at a cost of \$175,000, and stands upon thirteen strong stone piers set in the bed of the river and rising sufficiently above high-water mark to be secure against freshets. Above these piers a timber trestle-work rises 234 ft. on the top of which the track of the road is laid. The bridge is 800 ft. long, and is so constructed that any timber in the whole structure can be removed and replaced at pleasure. The first and second falls can be seen from the bridge, and present a grand appearance as they are seen in the distance dashing over the rocks and plunging into the black basin. In some places the rocks of the ravine are 300 feet high, and small streams, trickling over the top of this wall, dissolve into blue mist long before they reach the bottom. The Genesee Valley Canal crosses the river on an aqueduct just above the bridge, then, running parallel with the river, passes under the railroad bridge on the high

bluff of rocks forming the east bank of the river.

Warsaw, Attica, and Darien are passed before reaching (423 miles) **BUFFALO** (*Hotels: Tift House, Mansion*), population, 120,000. The city is situated at the foot of Lake Erie, just above the point where it empties into the Niagara River, 22 miles from Niagara Falls. It is the terminus of the Erie Canal, and an important Railway centre. The streets are wide and handsome, and the city contains a great number of elegant public buildings. The enormous elevators for the transfer of grain from the lake vessels to canal boats and railway waggons are conspicuous objects. They are twenty-two in number, and have warehouse capacity of 5,000,000 bushels. There are in and about the city large iron rolling mills, steam-engine works, and other manufacturing establishments.

All trains change. Beyond Buffalo our route lies over the Lake Shore and Michigan Southern Railway.

Soon after leaving the station Lake Erie is seen on the right and it is frequently in sight from the railway for more than 200 miles.

Passing Lake View and Silver Creek, we reach **DUNKIRK** (460 miles), population 6,000, the western terminus of the Erie Railway. Passing Westfield and Ripley, we enter the state of Pennsylvania near State Line station. The next station of importance is **ERIE** (508 miles) on the lake of the same name, population 19,700. It is the terminus of the Philadelphia and Erie Railway and of the Erie and Pittsburgh Railway. Before reaching **CONNEAUT**, (535 miles) we enter the state of Ohio. **PAINESVILLE** (574 miles) is a beautiful town, the seat of a large female seminary, **CLEVELAND** (603 miles; *Hotels: Kennard, Wedell*), population 135,000.

It is the second city in size and importance in Ohio, and one of the most beautiful cities in the United States; situated upon the southern shore of Lake Erie, on a plain elevated some 80 or 100 feet above the lake, at the mouth of the Cuyahoga river which passes through the city—the larger portion being on the eastern bank. The city is regularly laid out, the streets being generally broad and straight, and ornamented with such a number of shade trees as to earn for it the deserved title of the "Forest City." As a commercial centre it is the terminus of the Cleveland, Columbus, Cincinnati, and Indianapolis, the Erie and Toledo divisions of the Lake Shore and Michigan Southern Railway, the Cleveland and Pittsburgh, and Atlantic and Great Western Railroads.

There are transportation lines connected with the port, giving daily steamboat and propeller communication with every port of importance on the chain of lakes; and a regular line of sailing vessels run between Cleveland and Liverpool *via* the lakes, Welland canal, and St. Lawrence river.

Cleveland was settled in 1796 and incorporated in 1836. The population in 1840 was 6,071, and in 1860, 43,417. In 1862 a rapid increase of population commenced, owing chiefly to the great extension of its manufacturing business.

The best parts of the city are not visible from the railway which enters it at the foot of the bluff on which the town is situated.

Elyria, Oberlin, noted for its college in which blacks are received on the same terms as white students, Fremont, and Norwalk (658 miles) are passed before reaching **TOLEDO** (*Hotels: Oliver House, Island House*), population 33,000. It is situated on the west bank of the Maumee river, 4 miles from Lake Erie, opposite

the mouth of Swan creek and the Wabash and Erie Canal. Here the river expands to the width of three-fourths of a mile, and just above has been formed a deep bayou one-half mile in length, separated from the main channel by a piece of low land, formerly known as Grassy Point, having an area of some 50 acres. Upon this island, now known as the Middle Ground, more than \$3,000,000 have been expended in improvements. Here are located the passenger and freight houses, the grain warehouses and offices of the various railroads centering here. The Maumee river furnishes at Toledo the finest harbour on the great lakes. As a commercial centre Toledo is the terminus of over 700 miles of canal navigation, one of the principal towns on the Lake Shore and Michigan Southern Railway, and the junction of its Michigan Southern and Air Line Divisions; the eastern terminus of Toledo, Wabash, and Western Railway, the southern terminus of the Detroit Branch of Lake Shore and Michigan Southern and Flint and Pere Marquette Railways, and the northern terminus of the Dayton and Michigan Railroad.

From Toledo westward as far as Elkhart (133 miles), there are two lines belonging to the Railway Company, one called the *direct line*, the other the *Michigan line*. The former goes by Bryan, Ohio, Butler, Indiana, and Goshen to Elkhart—the latter (142 miles) by Adrian, Hillsdale, Jonesville, Coldwater, White Pigeon, and Bristol to Elkhart. Elkhart is a thriving town at the junction of the St. Joseph and Elkhart rivers. The next station of importance is South Bend (872 miles) situated at the head of navigation on the St. Joseph River. LaPort (899 miles) is the only important station before we reach Chicago. For a description of Chicago see Route 7.

ROUTE 10.

CHICAGO TO OMAHA BY CHICAGO AND NORTH WESTERN RAILWAY.

Distance, 490 miles. Time, 22 hours. Fare, \$17.65.



HERE are three routes between Chicago and Omaha, the trains upon which are run in the same time between the two places. The fares and accommodations are the same, and there is little difference in the scenery on the different routes.

The route by the Chicago and North Western Railway is over a fertile prairie country producing enormous quantities of Indian corn and other cereals. As far as the Mississippi River at Fulton (136 miles), it is thickly populated; after crossing that river the population diminishes, but the richness of the soil continues throughout. Large tracts of land west of the river and on each side of the line of railway are for sale by the Company at low prices.

The through train for Omaha and San Francisco leaves Chicago in the morning, and in the warm season, daylight continues until the tourist has crossed the Mississippi and reached the heart of the corn lands of Iowa far beyond. To those unaccustomed to prairie scenery the route is one of great interest.

After leaving Chicago the train passes through the level prairie by neat suburban villages for 30 miles to Junction, where the line to Galena goes off. Six miles farther on is Geneva, a pretty and prosperous town on the Fox River. After passing the latter place numerous stops are made

at unimportant stations and we reach (98 miles) DIXON, where there is a railway dining saloon. The town is situated on Rock River which furnishes water-power for extensive mills. Twelve miles farther on, and also on Rock River is STERLING, a pretty town in the midst of an agricultural country of great richness. FULTON (136 miles) is on the east bank of the Mississippi and is the last station in Illinois. Here the train crosses the river on a fine iron bridge 1,400 feet in length, built at a cost of \$620,000. The draw which is 300 ft. long is moved by steam. The bridge extends from the eastern bank across a narrow channel to a wooded island, and thence across the main channel to the Western bank at CLINTON. From the bridge there are fine views. The three towns of Clinton and Lyons on the West bank and Fulton on the East bank are seen from the bridge. From Clinton to Cedar Rapids (81 miles) our route passes through a rolling prairie country, through several unimportant towns which are the growth of the last twenty years. Cedar Rapids is an eating station. It is a flourishing town on the Red Cedar River, is already an important railway centre and promises to become a place of considerable importance. Blairtown (244 miles), Belle Plaine (254 miles), and Montour (278 miles), are passed and we reach MARSHALL, where the line crosses that of the Iowa Central Railway. Passing many stations of no importance, through a rich prairie country now rapidly filling up with settlers from all parts of the world, we reach DUNLAP (441 miles), where there is a large eating house belonging to the Railway Company. At Missouri Valley Junction (467 miles), the Sioux City and Pacific Railway goes off to the north. Twenty miles farther on we reach

COUNCIL BLUFFS (*Hotel: Pacific House*), a large town opposite Omaha. Here passengers are transferred to the cars of the Transfer Company to be carried across the Missouri River. The river is about a mile from Council Bluffs, and is crossed on a superb iron bridge, one of the finest in the country, built at the cost of nearly \$1,000,000. A fine view is had on the way over of the somewhat imposing city of OMAHA, Nebraska, the eastern terminus of the great Pacific Railways (*Hotel: Grand Central*, population, 19,500). The city is situated on an elevated plateau above the river. It is well built for a city of its years; and some of its public buildings, particularly that of the High School, are of imposing dimensions. The site was chosen in 1854. Four or five years thereafter it began to receive important accessions to its population, which have continued up to this time. At its present rate of increase it will soon become a city of great importance. The completion of the Pacific Railways and the centering here of the industries incident to the operation of so great a line have given to the city a considerable impetus. It was the first capital of Nebraska, but in 1868 it was removed to Lincoln (67 miles), south west of Omaha. A new railway depôt on an extensive scale is contemplated. A large tract of land adjoining the town, south of the depôt, is said to belong to the erratic George Francis Train. The new hotel, called the *Grand Central*, is one of the largest and best conducted establishments in the West.

ROUTE 11.

CHICAGO TO OMAHA, BY THE
CHICAGO, ROCK ISLAND,
AND PACIFIC RAILWAY.

Distance, 493 miles. Time, 22 hours.
Fare, \$17.65.



LEAVING Chicago, the route lies through fertile prairie lands, passing several towns of little importance and reaches (40 miles) JOLIET, a thriving place with a population of 8,000, on the river Des Plaines. There are fine quarries of gray limestone in the vicinity from which Chicago has been largely supplied. Passing Morris (84 miles) we reach OTTAWA, a beautiful city on the Illinois River, near the mouth of Fox River. It has extensive water-power, and rich beds of coal have been found in the vicinity. At LA SALLE (99 miles) we cross the Illinois Central Railway, and at Bureau (114 miles), the Peoria Branch Railway goes off to the south. Pond Creek is the point of intersection of the Chicago, Burlington, and Quincy Railway. Passing GENESCO (159 miles), the market town of a rich agricultural district, we reach (179 miles) MOLINE, on the east bank of the Mississippi River. It is opposite the northern end of the island of Rock Island, from which it is separated by a rapid stream called the Slough. This stream has a fall of about 8 ft. It has been improved by the general Government, and large manufactories have been erected upon it. The town has a population of 6,000. Three miles farther is Rock Island (182 miles), on the Missis-

sippi River, 2 miles above the mouth of Rock River. Population 8,000. It is situated just below the Upper Rapids, which extend 15 miles, obstructing the passage of heavy vessels when the water is low. It is a flourishing manufacturing town. The Island of Rock Island, between Moline and Rock Island, is 3 miles long and contains 950 acres. It is the property of the United States, the government of which are erecting the buildings necessary to establish here a great armoury. The buildings already completed are very fine. The island has been laid out with drives and promenades, and is a beautiful park. At the upper end is a fine iron bridge connecting it with Moline, and another bridge connects it with Rock Island. An iron railway bridge, completed in 1871 at a cost of \$1,000,000, connects it with the western bank of the Mississippi. Crossing the river we reach (183 miles) DAVENPORT, Iowa (*Hotel: Burtis House*), a beautiful and flourishing city of 24,000 inhabitants. It is built on rising ground, and extends nearly four miles along the river and nearly two miles back. It has many fine public buildings, its opera-house being especially noted. It is the greatest grain receiving dépôt on the Upper Mississippi. The vicinity abounds in fine drives and beautiful points of view.

Pursuing our westward journey, we pass Wilton (208 miles), where a branch line goes off to the city of MUSCATINE, 12 miles distant on the Mississippi, and West Liberty, and reach (237 miles) IOWA CITY, a thrifty and beautifully situated town on the Iowa River. Population, 8,000. It was formerly the capital of Iowa. The old capitol, a large Doric edifice, is now used by the State University.

GRINNELL (302 miles) is the seat

of Iowa College. The North Iowa Railway crosses our line here. Passing Newton (322 miles), where there are large coal beds, we reach (357 miles) Des Moines, the capital of Iowa, at the junction of the Des Moines and Raccoon Rivers. It has fine public buildings. A costly state house is in process of erection. Population, 13,500. Passing through a beautiful prairie country by many prosperous villages we reach (490 miles) COUNCIL BLUFFS, opposite Omaha. (See Route 10.)

Passengers from Omaha for St. Joseph or Kansas City, may take the Kansas City, St. Joseph, and Council Bluffs Railway, at Council Bluffs, opposite Omaha. The distance to St. Joseph is 133 miles, to Kansas City 204 miles. This is one of the best routes to and from the East. At *Nebraska City*, 44 miles from Omaha, the *Midland Pacific Railway* goes off west to LINCOLN, the capital of Nebraska (57 miles). Lincoln was created under the legislative act of June 14, 1867, making provision for locating the seat of government. It is situated on an elevated surface in the midst of an agricultural and thrifty population, with rock, timber, and water-power within two miles, and equidistant from Kansas and the towns of Pawnee City, Nebraska City, Plattsmouth, Omaha, Fremont, and Columbus. The streets are 120 ft. wide, and 12 acres each have been reserved for the capitol, State university, and a city park. Other reservations are made for a county courthouse, for a city hall and market space, for a State historical and library association, and seven sites for public schools. Desirable reservations are also set apart for ten religious denominations, upon which to erect houses of worship. One also for the order of Odd Fellows, and one for the Masonic fraternity.

The capitol is built of red sandstone, and faced with the magnesian limestone of Beatrice. The building is designed after the Roman Italian style of architecture, is 120 ft. in height to the top of the main tower, covering an area of 175 ft. in length by 100 ft. in breadth, making 175,000 square feet, and costing in the aggregate \$500,000.

The hall of representatives and senate chamber are on the second floor, and are 30 ft. in height, while other public offices are arranged with a view to comfort and convenience. On the wings of the building are constructed four fire-proof towers, 70 ft. in height, divided into apartments for the safe-keeping of the State archives, public documents, and statutes. The building is situated at the summit of a slight eminence on the east side of the town site, of which it commands a full view.

The State university is of a modern style of architecture, in the form of a Greek cross, ornamented with tower and mansard roof; its extreme length is 156 ft., and height to the top of the tower 112 ft.; the basement, of brown sandstone, faced with rock-work finish, presents an elegant and durable appearance. The superstructure is of brick, while the approaches, steps, and landings are of hard white limestone.

The university is also of modern style, is endowed with 146,000 acres of land, and an annual fund which for this year amounts to \$60,000. The lunatic asylum is also of modern architecture, with tower and mansard roof.

ROUTE 12.

CHICAGO TO OMAHA, BY
CHICAGO, BURLINGTON,
AND QUINCY, AND BUR-
LINGTON AND MISSOURI
RIVER RAILWAY.

Distance, 495 miles. Time, 23 hours.
Fare, \$19.75.



LEAVING Chicago, we pass through a prosperous farming country, studded with thrifty villages, few of which require especial mention. The train stops at Riverside (12 miles), and at AURORA (39 miles), a town of 11,000 inhabitants on the Fox River. The Railway Company has extensive workshops here. MENDOTA (85 miles), is the seat of Mendota College and of a Methodist Seminary. The express trains stop here twenty minutes. The next stop is at Princeton (106 miles). Eight miles farther on our route crosses the line of the Chicago, Rock Island, and Pacific Railway. BUDA (116 miles) is the junction of a local railway. Passing Kewanee (132 miles), Calva (141 miles), we reach (164 miles) GALESBURGH, the seat of Knox College, Lombard College, and of several

minor institutions of learning. It is the market town for a large agricultural district. At this point the main line of the Chicago, Burlington, and Quincy Railway goes off to the south-west to Quincy. Passengers for Omaha and the west continue westward toward the Mississippi. Leaving Galesburgh, we pass Monmouth, the seat of Warren county, and reach (206 miles) East Burlington on the Mississippi River, which river is crossed on a superb iron bridge, and we reach BURLINGTON, Iowa, one of the largest cities in the state, with extensive trade. The city is situated partly along the river front and partly on the high ground or bluff above. It is a beautiful city, and the seat of a prosperous Baptist University. Beyond Burlington there is little of interest until we reach our destination. The principal stations are Mount Pleasant (235 miles), the seat of a college and a university; Fairfield (256 miles), also the seat of a college; Ottumwa (285 miles), Creston (397 miles), where are extensive machine shops belonging to the Railway Company; Red Oak, Glenwood (477 miles); and COUNCIL BLUFFS (493 miles), opposite Omaha, to which latter place passengers are conveyed in the cars of the Transfer Company, across the great iron bridge. OMAHA. (See Route 10.)

TIME TABLE BETWEEN CHICAGO AND SAN FRANCISCO:—

Leave Chicago at 10.15 A.M.	Arrive at Omaha 10.00 A.M.	Arrive at Denver 6.30 P.M.	Arrive at S. Lake 7.30 P.M.	Arrive at Sacram'o 10.35 A.M.	Arrival at San. Fran. 5.35 P.M.
Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday.	Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday.	Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday, Monday.	Wednesday, Thursday, Friday, Saturday, Sunday, Monday, Tuesday.	Friday, Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday.	Friday, Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday.

Sleeping cars—Chicago to Omaha, \$2.50; Omaha to Ogden, \$8; Ogden to San Francisco, \$6; Chicago to San Francisco, \$16.50. Passengers are allowed 100 lbs. of baggage free; all excess charged at the rate of 15 cents per lb. between Omaha and San Francisco. Trans-Pacific passengers will be entitled to 250 lbs. baggage free, on presenting first class tickets to San Francisco, stamped for that amount, with their orders for passage on Pacific Steamers, to the baggage agent at Omaha.

ROUTE 13.

OMAHA TO SALT LAKE CITY
AND SAN FRANCISCO.

Distance to San Francisco, 1,914 miles.
Time, 4 days 3 hours. Fare, \$100.

WEST of Omaha meals are furnished at the eating-houses belonging to the Railway Company. They are abundant and well cooked and served. There is no necessity, therefore, for providing eatables for the journey. The following are the names of the stations at which meals are served, and the hours at which the train arrives at those stations.

	Railroad Time.	Dist. from Omaha.	Elevation.
Grand Island	Neb. 7.20 P. M.	154	1,850
Sidney	8.10 A. M.	414	4,073
Cheyenne	Wy. 1.40 P. M.	516	6,041
Laramie	" 5.10 P. M.	573	7,123
Green River	" 7.25 A. M.	845	6,140
Evanston	Utah 1.50 P. M.	955	6,870
Ogden	" 6.15 P. M.	1,032	4,340
Elko	Nev. 8.15 A. M.	1,307	5,030
Battle Mountain	" 12.30 P. M.	1,391	4,534
Humboldt	" 5.05 P. M.	1,492	4,262
Colfax	Cal. 7.00 A. M.	1,722	3,448
Ar. San Francisco	" 5.35 P. M.	1,914	

The price charged for meals is \$1, the time given is thirty to thirty-five minutes.

The sleeping cars in which passengers leave Omaha continue without change to Ogden, 1,032 miles, where all passengers change cars. The conductor will telegraph in advance to Ogden to secure places in the sleeping cars of the Central Pa-

cific Company for passengers who continue their journey westward. Passengers going to Salt Lake City leave at once after the arrival of the train at Ogden, by the cars of the Utah Central Railway.

" From the hour you leave Omaha you will find everything new, curious, and wonderful; the plains with their buffalo, antelope, and prairie dogs;

the mountains, which, as you approach Cheyenne, lift up their glorious snow-clad summits; the deep cañons and gorges which lead from Wahsatch into Ogden, and whose grim scenery will seem to you, perhaps, to form a fit entrance to Salt Lake; the indescribable loveliness and beauty of the mountain range which shelters the Mormon capital; the extended, apparently sterile, but as long-headed men begin to think, fertile alkali and sage brush plains; the snow-sheds which protect the Central Pacific as you ascend the Sierra; and on the morning of the last day of your journey, the grand and exciting rush down the Sierra from Summit to Calfax, winding around Cape Horn and half a hundred more precipitous cliffs, down which you look out of the open "observation car" as you sweep from a height of 7,000 ft. to a level of 2,500 in a ride of two hours and a half."—*Nordhoff's "California."*

Leaving Omaha the train soon reaches the open prairie, which, speckled here and there with groves of trees and occasional farm-houses, stretches away in every direction as far as the eye can reach. The first station is Gilmore (10 miles) from which the route runs westward through the Papillon Valley. We now pass Papillon (15 miles) on the river of the same name, and reach ELKHORN (29 miles), the grain receiving depôt for the fertile Elkhorn Valley. Entering this valley we soon cross the Elkhorn River, and soon see the hills that bound the valley of the Platte. The region hereabouts is inhabited chiefly by German emigrants, who are rapidly improving the country, which promises at no distant day to become one of the wealthiest regions of Nebraska.

The Elkhorn River abounds in fish; deer and antelope are frequently seen,

and at certain seasons smaller game, such as wild geese and ducks, may be found in abundance. Passing Valley (35 miles) we soon see, on the left, the waters of the Platte River, of the first sight of which a well-known writer has thus discoursed:—"Seen as it was by us upon one of the most beautiful days which ever gladdened nature by unclouded sunlight, after hours of a lowering sky and inclement weather, it burst upon the view like a scene of enchantment, as if some fairy hand lifted the veil, and spread before the observer a grand, gigantic panorama. Upon the south, rolled the waters of the Platte, broad and swift, while far upon either side lifted the bluffs which border the valley, and which are the great walls to this garden of nature. Vegetation was in its most luxuriant stage; the green plain stretched forth its emerald carpet as far as the eye could reach, and yet it was but the entrance to a tract 400 miles in extent, the whole of which was equally as grand and beautiful as this. From the vast expanse in front the eye wandered back again to the bluffs, and the mind intuitively felt how fit a setting were they for this radiant girdle on the form of fair Nebraska. If one would gain an idea of the stupendous character of the works of nature, let him visit the mountains, the cataracts, and the colossal structures the Great Architect has reared in the Old World and the New. But looking upon them moves one with wonder and amazement; while this broad, level tract, with its river gleaming in the sunlight, its bosom decked with the loveliest flowers, awakens adoration and a delight which one would wish might live for ever." FREMONT (47 miles) is an "eating station." It is a rapidly growing town, containing about 3,600 inhabitants. Here the Sioux City and Pacific Railway

joins our route. NORTH BEND (62 miles) is a new town in the midst of a fine farming region. We now approach the Platte, parallel with which our route has been running. At high water, the river here is more than a mile in width, and presents an unbroken sheet from bank to bank. When the water is low, the bed of the river is an expanse of sand with small streams here and there. The average depth of the river is less than a foot, and it is, of course, entirely unnavigable. Though useless for purposes of commerce, it is invaluable as a means of irrigating the fine country through which it runs, and which it renders productive. From this point to Julesburgh (more than 300 miles) our route follows the course of the river, which is frequently in sight from the train. The Railway Company owns a large quantity of land on either side of the track. Passing Rogers (69 miles) we reach SCHUYLER (76 miles), a new settlement with nearly 700 inhabitants. There is a bridge over the Platte about 2 miles from the town, which brings to it the trade of a rich region south of the river. There are cattle yards here, from which great numbers of Texas and other cattle are shipped east by rail. The old emigrant trail is frequently in sight from the train. Passing Richland (84 miles) we reach (92 miles) COLUMBUS, a town of about 2,000 inhabitants, the county seat of Platte county. The town is the market for a large section of fertile country, and is rapidly growing in importance. Railways running north and south from this point are projected. Fourteen miles north-west is the Reservation of the *Pawnee Indians*, once one of the most savage of the tribes. They number now about 1,000, and are learning agriculture and the arts of peace. Passing Jackson (99 miles), Silver Creek (109

miles), and Clarks (121 miles), we reach LONE TREE (132 miles), the county seat of Merrick county, surrounded by rich farm lands. Opposite this point the old emigrant route crossed the Platte and continued westward on the south bank. Passing Lockwood, we reach (154 miles) GRAND ISLAND, an eating station, which takes its name from an island in the Platte 70 miles long and 4 in width. The town has 1,000 inhabitants. There are large German settlements in the neighbourhood.

Our route now approaches the Buffalo range where in former times great numbers of those animals were seen. A few are sometimes encountered in the 150 miles westward of Grand Island; but they are becoming rare, and as the express train passes through the old buffalo country after dark, it is hardly probable that the traveller will be able to procure even a distant view of this rapidly disappearing denizen of the prairies. Wood River (172 miles), before reaching which Wood River is crossed, and Kearney (191 miles), the station for supplying FORT KEARNEY, an old and important military post 4 miles distant across the river, are now passed. The latter station is the destined junction of the Burlington and Missouri River Railway with the Union Pacific. We now pass Elm Creek, Plum Creek, where the Indians formerly crossed the Platte on their hunting excursions to the south, and where many emigrants have fallen prey to the savage, Willow Island, and Brady Island, and reach McPHERSON (278 miles), from which Fort McPherson, 4 miles distant, is supplied. There is an abundance of timber in the neighbourhood. Passing Gannett, we cross, 5 miles farther on, the North Fork of the Platte River, and reach NORTH PLATTE (291 miles), the county seat of Lincoln county, with a population

of 800. The company has here a fine hotel and machine shop. The town was the terminus of the railway during the winter of 1866-7, and at that time contained a population of 2,000, mostly of the roughest class. The bulk of this population removed when a new terminus was temporarily established. We next pass Nichols, and reach (308 miles) O'FALLONS, named from the well-known Bluffs on the south side of the river. These bluffs were favourite lurking places of the Indians. We now enter upon the alkali region, which extends as far as Julesburgh (69 miles). We have now left behind the rich farming region of the Platte, and entered upon the great expanse of grazing land which extends to the Rocky Mountains. Passing Roscoe, Ogalalla (342 miles), Brule, near which is the old "California Crossing," Big Spring, and Barton, we reach (377 miles) JULESBURGH. This place, now almost deserted, was for a time the terminus of the railway, and here were assembled about 4,000 inhabitants of the rough class which usually frequented the temporary termini of this railway. Gambling and other disorderly houses made up the greater bulk of the buildings of which this temporary city was composed, and many are the tales now told of the scenes of violence enacted here. It was called "the wickedest town" in America; and in the expressive but not very elegant language of the region, "a day seldom passed but what they had a man for breakfast." The Union Pacific Railway Company has built a line from this point to Greeley in Colorado. Opposite the station on the other side of the river, and distant 3 miles is Fort Sedgwick. We now leave the Platte along which we have been travelling for more than 320 miles, and pursue a north-westerly course up the valley of Lodge Pole Creek. Ante-

lopes are frequently seen in this neighbourhood, and the prairie dog begins to appear. We now pass Chappel, Lodge Pole (397 miles), passing through a fine grazing region, and reach (414 miles) SIDNEY, an eating station. There is a military post here, a little way from the station. The region round about was formerly infested by hostile Indians. Here recently resided James A. Moore, a large sheep owner, who was one of the riders of the famous "Pony Express" across the plains. It is related of him that he once carried an important despatch from a station 140 miles East of Julesburgh to that place, and after resting only seven minutes, mounted his horse and returned to his starting-point, making the whole 280 miles in fourteen hours and forty-six minutes. The following reminiscence of the "Pony Express" will interest tourists who cross "the plains" by railway. It is from Mark Twain's "Roughing it":—

"In a little while all interest was taken up in stretching our necks and watching for the 'pony-rider'—the fleet messenger who sped across the continent from St. Joe to Sacramento, carrying letters 1,900 miles in eight days! Think of that for perishable horse and human flesh and blood to do! The pony-rider was usually a little bit of a man, brimful of spirit and endurance. No matter what time of the day or night his watch came on, and no matter whether it was winter or summer, raining, snowing, hailing, or sleeting, or whether his "beat" was a level straight road or a crazy trail over mountain crags and precipices, or whether it led through peaceful regions or regions that swarmed with hostile Indians, he must be always ready to leap into the saddle and be off like the wind! There was no idling-time for a pony-rider on duty. He rode 50 miles without stopping, by

daylight, moonlight, starlight, or through the blackness of darkness—just as it happened. He rode a splendid horse that was born for a racer and fed and lodged like a gentleman; kept him at his utmost speed for 10 miles, and then, as he came crashing up to the station where stood two men holding fast a fresh, impatient steed, the transfer of rider and mail-bag was made in the twinkling of an eye, and away flew the eager pair and were out of sight before the spectator could get hardly the ghost of a look. Both rider and horse went 'flying light.' The rider's dress was thin, and fitted close; he wore a 'round-about,' and a skull-cap, and tucked his pantaloons into his boot-tops like a race-rider. He carried no arms—he carried nothing that was not absolutely necessary, for even the postage on his literary freight was worth *five dollars a letter*. He got but little frivolous correspondence to carry—his bag had business letters in it, mostly. His horse was stripped of all unnecessary weight too. He wore a little wafer of a racing saddle, and no visible blanket. He wore light shoes, or none at all. The little flat mail-pockets, strapped under the rider's thighs, would each hold about the bulk of a child's primer. They held many and many an important business chapter and newspaper letter, but these were written on paper as airy and thin as gold-leaf nearly, and thus bulk and weight were economised. The stage coach travelled about 100 to 125 miles a day (24 hours), the pony-rider about 250. There were about eighty pony-riders in the saddle all the time, night and day, stretching in a long, scattering procession from Missouri to California, forty flying eastward, and forty toward the west, and among them making 400 gallant horses earn a stirring livelihood and see a deal of scenery every single day in the year.

"We had had a consuming desire from the beginning to see a pony-rider; but somehow or other all that passed us managed to streak by in the night, and so we heard only a whiz and a hail, and the swift phantom of the desert was gone before we could get our heads out of the windows. But now we were expecting one along every moment, and would see him in broad daylight. Presently the driver exclaims:

" 'Here he comes!'

"Every neck is stretched further, and every eye strained wider. Away across the endless dead level of the prairie a black speck appears against the sky, and it is plain that it moves. Well, I should think so! In a second or two it becomes a horse and rider, rising and falling, rising and falling—sweeping toward us nearer and nearer,—growing more and more distinct, more and more sharply defined, nearer and still nearer, and the flutter of the hoofs comes faintly to the ear. Another instant a whoop and a hurrah from our upper deck, a wave of the rider's hand, but no reply, and man and horse burst past our excited faces, and go winging away like a belated fragment of a storm! So sudden is it all, and so like a flash of unreal fancy, that but for a flake of white foam left quivering and perishing on a mail-sack after the vision had passed by and disappeared, we might have doubted whether we had seen any actual horse and man at all."

Brownson and Potter (433 miles), near which is the famous Prairie Dog City, where great numbers of these curious little creatures have excavated their dwellings. On the approach of the train they generally seek the shelter of their holes, but many may be seen sitting upright upon the little mounds of earth in the apex of which are the holes leading to the underground apartments. The

dog is scarcely 16 in. in length and is of a light brown colour. He subsists upon the grasses of the prairie and seems to thrive. The statement that they are not unpalatable food is denied by those who have tried the experiment, and the generally received statement that they willingly share their habitations with the owl and the rattle-snake is not confirmed by those most familiar with the habits of the animal. The prairie wolf, called generally the *cayote*, makes the prairie dog his prey when he finds him strayed too far from the protection of his burrow. We now pass Bennett, Antelope (451 miles), Bushnell (463 miles), soon after leaving which latter station we leave Nebraska, enter Wyoming territory, and reach Pine Bluffs (473 miles), a wood station. We have now attained an elevation of 5,025 ft. above the level of the sea. In this neighbourhood were once the favourite summer hunting grounds of the warlike Cheyennes. We pass Egbert and Hillsdale, and before reaching Archer we obtain, if the day be clear, our first view of the *Rocky Mountains*. Northward are the Black Hills; to the southward *Long's Peak*, 14,000 ft. high, is visible, and farther south and distant 170 miles may sometimes be seen *Pike's Peak*. Descending rapidly we soon reach (516 miles) CHEYENNE, called the "Magic City," from the rapidity of its growth. (*Hotel: Rail Road House.*) It contains a population estimated at 3,250. The first house was built in 1867. The town is substantially built and is destined to grow rapidly in importance. The Denver Pacific Railway from Denver, Colorado, joins our route here. Cheyenne has several important manufactures, among them that of moss agate jewelry. The agate is found in great quantities in Wyoming, and the local jewellers display great good taste in the designs for

the jewels into which it is manufactured. Cheyenne has a theatre and a menagerie. Like many other places on our route, it suffered while it was a terminal station from the incursions of "roughs," and it became necessary to resort to the desperate, but in this case effectual remedy of a Vigilance Committee, whose determined action restored and preserved order.

There is an artificial lake on the table land $1\frac{1}{2}$ miles north of the town, where a large natural concavity existed, covering 60 to 80 acres.

A race from Crow Creek, over 3 miles in length beyond the lake, conveys the water from the creek to the lake, which is now full, and the depth of water 35 ft. From that point the water is now conveyed into the streets of the town by the continuation of the race.

It is intended soon to bring it in pipes to the town, where it can be carried to the top of the highest buildings, as the bottom of the lake is 40 feet higher than Seventeenth street.

Congress liberally donated 480 acres, including this lake, to Cheyenne at its last session, and the lake has become a favourite resort to the citizens, who already have numerous sailing and row boats upon it. It is to be enclosed and planted with encircling rows of trees, and the avenue between the town and lake also planted with rows of trees on both sides.

Leaving Cheyenne we ascend a grade of more than 50 ft. to the mile. Passing Hazard and Otto we reach (536 miles) Granite Cañon where we encounter heavy rock cutting. Here are extensive stone quarries. Snow fences now become frequent, and in exposed situations we pass through snow sheds, miles of which have been constructed. At Buford (543 miles) we have fine views both north and south, the latter including

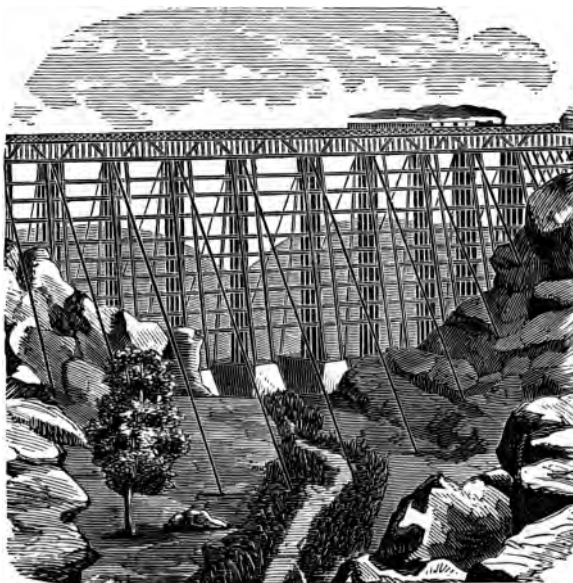
on a clear day, *Pike's Peak*. We continue to ascend through a rough region until we reach a level plain, not long after which we arrive at *SHERMAN* (549 miles), which is 8,242 ft. above the level of the sea, and is at a greater altitude than any railway station in the world. It is 42 ft. higher than the highest point attained by the mule path over the Alps at *St. Bernard*. It is said that the neighbouring streams abound in trout, and the wooded hills in game. Immense numbers of cattle are fed upon the plains in this region, and are shipped to places in the East. From *Sherman* the railway descends rapidly to the famous *Laramie Plains*. Three miles after leaving *Sherman* we pass over *Dale Creek Bridge*, a wooden structure 650 ft. long and 125 ft. above the creek. We now pass *Harney, Red Buttes*, so named from the masses of red sandstone, which rise to the height of 50 to 100 ft., *Fort Sanders*, the supply station of a fort of that name near by and in view from the train, and reach (573 miles) *LARAMIE*. (*Hotel: Laramie House*, good.) An eating station. It is 56 miles west of *Cheyenne*, on the line of the *Union Pacific Railroad*, and near the southern extremity of the great plateau, from whence it derives its name, at an altitude of 7,123 ft. In April 1868, the first log cabin was erected; in thirty days thereafter the railroad was completed to this point, and for twelve months speculation swept wildly on. When the year had ended the ardour began to abate; the railroad had spanned the continent, and the multitude were pushing on in quest of fortune in brighter fields. Like all western railroad and mining towns of mushroom growth, this has had its dark days, its sunshine and storms. But the lawless characters that sapped the moral life of the community in its in-

cient stages were, by a few determined and well disposed men, summarily driven from the field. A steady and substantial prosperity has since attended this people, and now a more intelligent and refined population is not to be met with in any similar western town. The Episcopalians, Methodists, Presbyterians, Baptists, and Catholics have elegant churches. There are also two good buildings devoted to educational purposes; one the *Wyoming Institute*, and the other the public graded school. A literary and library association, with 900 volumes of standard works, is prominent among the worthy institutions of this young and rising city. 1,600 is the estimated population. Good fishing and shooting may be had in the neighbourhood.

Our route is now through a valley shut in by high hills. Passing *Howell, Wyoming* (588 miles), *Cooper's Lake*, *Lookout*, *Miser*, and several other unimportant stations, we reach *Como* (638 miles), near which, on the right, is *Lake Como*, two miles long by one mile wide, a resort of wild ducks in the season. We now pass *Medicine Bow*, named after a small river which we cross; *Carbon*, near which important coal mines are worked; *Percy*, from which passengers in the daytime may see *Elk Mountain*, 6 miles to the south; *St. Mary's*, 680 miles; *Fort Steele*, 694 miles, before reaching which we cross the *North Platte*. The fort is built of pine logs. Two miles farther on a few ruins of adobe huts mark the site of *Benton*, another of the abandoned terminal stations which flourished while the railway was in process of construction, it once had a turbulent population of 3,000. We now pass (709 miles) *Rawlins*—an eating station, situated in a desolate region covered with sage brush—*Summit*, *Separation*, and reach (737 miles) *Cæston*, the di-

viding ridge of the Continent from which the waters flow eastward to the Atlantic, and westward to the Pacific. Hurrying on across alkali plains, we pass several unimportant stations and reach Bitter Creek. We descend the valley of the creek, passing Black Buttes, where good coal is found in abundance. From Point of Rocks

going west stop for breakfast and those going east for supper. Another city was commenced here and abandoned as the railway was extended westward. We cross the Green River, a rapid stream taking its name from the colour of its waters; it rises 200 ft. from this point and empties into the Colorado 150 miles below. We now



DALE CREEK BRIDGE.

(805 miles) stages convey passengers to the Sweetwater Mines, 75 miles distant. We now pass several small stations, the scenery becoming more attractive, and passing through a narrow valley for 12 miles we reach GREEN RIVER (845 miles), a regular eating station, where passengers

pass Bryan (858 miles), another of the abandoned towns which sprung up while the terminus of the railway was here and which was soon abandoned. It was one of the roughest of the rough places of those days. Our route from Bryan is along the valley of Black Fork; 12 miles from

Bryan we cross the old Mormon trail. At GRANGER we cross Hams Fork, passing Church Buttes, Carter (904 miles), where government freight is landed for Fort Bridger, Bridger Station, Aspen (937 miles), altitude 7,835 ft. Coal mines have been found very near the track here.

lives. Nothing now marks the site of the town which once contained 1,000 inhabitants, except a few chimneys and the scattered debris of a deserted place. Two miles beyond we pass over Bear River, near the crossing of which coal oil has been discovered in considerable quantities,



ON GREEN RIVER.

We now descend, and soon pass the site of Bear River City, a town built before the completion of the railway, now deserted, near which is seen the old overland stage road. It was the scene of the *Bear River City Riot*, 1868, in which an organized gang of roughs, numbering 300, attacked the law-abiding citizens, destroying much property and causing the loss of 16

and follow its left bank for ten miles and reach (955 miles) EVANSTON, an eating station. It is within a few miles of the western border of Wyoming, and is *half way between Omaha and San Francisco*. It was laid out in 1870 by the Railroad Company, and since that time its growth has been rapid.

The railroad buildings are as large

and extensive as at any point west of Omaha, and owing to the close proximity of coal, and the extensive deposits of iron ore in the surrounding mountains, it is considered an eligible point for the location of rolling mills and iron reduction works. The round house, at present containing twenty

there are extensive stone quarries at no great distance, east and west, and brick can be readily manufactured on the Bear River bottom, and these will eventually constitute the principal building materials.

The population is now about 850, having a little more than doubled



GIANTS CLUB, GREEN RIVER.

stalls, is built of solid masonry, and the machine shops are complete. One hundred men are constantly employed in and around these works, and in addition to these the freight, passenger, and other departments employ quite a number.

The town has been built principally of wood, owing to the very low rates at which lumber is furnished; but

since 1871. New buildings are going up in every portion of the town. The beauty of the surrounding scenery, the number and variety of sulphur and mineral springs, and the game which can be found in abundance in the mountains, render this vicinity a favourite resort for pleasure seekers.

About three miles down Bear River, and connected with Evanston by rail,

are located the coal mines. These are almost unlimited in extent, the vein being not less than 20 ft. thick, and the quality of the coal is very superior.

Three companies are operating, and their aggregate shipments are 60 car loads per day. This interest

now in contemplation, to run *vid* Bear Lake to Soda Springs, and there connect with the Utah Northern.

From the point where Bear River emerges from the mountains, to the Bear Lake settlements, a distance of 75 miles, the whole Bear River bottom, comprising an area of many



MONUMENT ROCKS, NEAR SHERMAN.

is rapidly increasing, and this being the extreme west end of the coal basin, all the States and territories west must eventually look to Evanston for a large part of their coal supply. At present the entire Central Pacific, Utah Central, Utah Northern, and 200 miles of the Union Pacific Railroads, draw their supplies from this point. A narrow-gauge railroad is

thousand acres, is capable of cultivation. The quality of the soil is unsurpassed.

The Bear Lake Valley was originally settled by Mormons, and comprises a population of three or four thousand people. These are gradually extending their settlements up Bear River, and, together with the emigration both from east and west,

will soon fill the entire valley with a prosperous farming community; and the stock growers who now fatten their herds in this fertile valley will have to seek other ranges.

Leaving Evanston we soon enter a valley, leaving Bear River to the right and passing Wahsatch, a now

seems to have been formed as the gateway through the mountains, we pass in rapid succession Castle Rocks, the long line of sandstone bluffs so called from their resemblance to ruined castles; the so-called Amphitheatre; and seven miles beyond Castle Rock Station, *Pulpit Rock*,



AMPHITHEATRE, ECHO CANON.

almost deserted station, pass through a tunnel 775 ft. in length, the longest on our whole route, and at Castle Rock (975 miles) reach the famous *Echo Cañon*, and enter a region abounding in grand and beautiful scenery. We have now entered the Territory of Utah. The hills rise abruptly, and, as the train rushes rapidly through the ravine which

which is close by the old stage line station; six miles below on the heights are the remains of the fortifications erected by the Mormons in 1857 to defend this pass against the troops of the United States under General Johnson. Farther on is Echo City (991 miles), beautifully situated between Echo and Weber Cañons. Soon after passing this station we

enter *Weber Cañon*, where for miles the track is placed along the banks of a rushing stream. The mountains here also rise to a great height on either side, and assume quaint and curious forms. About six miles below *Echo City* we enter the *Narrows* where for two miles the road is cut

granite extending from the base of the mountain almost to the summit. It consists of narrow masses of rock standing on edge, from 40 to 100 ft. higher than the level of the soil from which they spring. A well-known newspaper writer thus describes it:—"Imagine a mountain



PULPIT ROCK.

into the side of the mountain. Shortly after entering the *Narrows* we pass the famous *ONE THOUSAND MILE TREE*, a large pine close to the track, upon which a sign board is placed indicating that the spot where it stands is 1,000 miles west of Omaha. Not far from this, on the left, is the *Devil's Slide*, two parallel ridges of

800 ft. high, composed of solid dark-red sandstone, with a smooth and gradually ascending surface to its very pinnacle, and only eight or ten degrees from being perpendicular. At the foot of this mountain the *Weber River* winds its devious course. From the base of the immense red mountain up its entire height of

800 feet is what is called the 'Devil's Slide,' composed of white limestone. It consists of a smooth white stone floor from base to summit, about 15 ft. wide, as straight and regular as if laid by a stone-mason with line and plummet. On either side of this smooth white line is what appears to

the line was most difficult, and its successful accomplishment reflects great credit upon those who planned and executed it. Crossing the Weber River, which makes its way through the gorges we enter a tunnel 550 ft. long, and soon afterwards a second and shorter tunnel. The old emigrant



ONE THOUSAND MILE TREE.

the eye to be a well-laid white stone wall, varying in height from 10 to 30 ft. This white spectacle on the red mountain-side has all the appearance of being made by man or devil as a slide from the top of the mountain to the bed of Weber River."

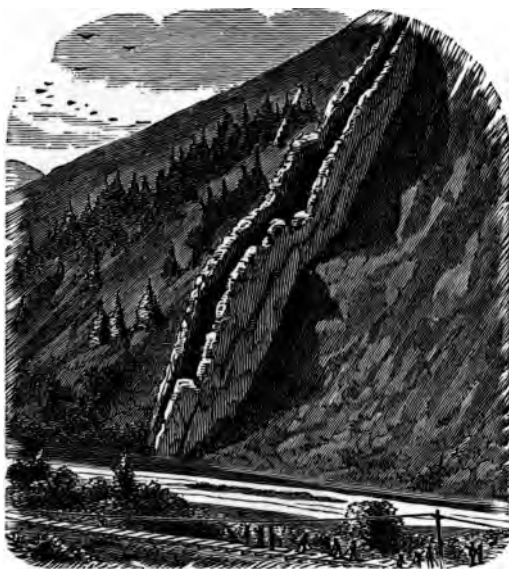
The engineering upon this part of

road is frequently in sight, though for long distances it occupied the place now occupied by the railway.

We now pass Weber (1,007 miles), near which are the houses of many Mormon settlers. At Devil's Gate (1,019), the road finds its way between

high hills, and crosses the torrent on a bridge 50 ft. high. Three miles farther on we leave the ravine, and emerging into a plain, we obtain our first view of the *Great Salt Lake Valley*. Uintah (1,024 miles), the first station, is nearly 1,700 ft. lower than

Lake City. The business part of the town and the hotel are more than half a mile from the station. It is chiefly inhabited by Mormons. It is tolerably well built, and seems rapidly improving. The cars of the Utah Central Railway take passengers from



THE DEVIL'S SLIDE.

Castle Rock, where we entered the gorge. This station was for a time the starting place for stages for Salt Lake City, but since the completion of the Utah Central Railway, its business has been transferred to OGDEN 1,032 miles (*Hotel: Ogden House*). This town contains a population of about 4,000, and is the stopping-place for passengers going to Salt

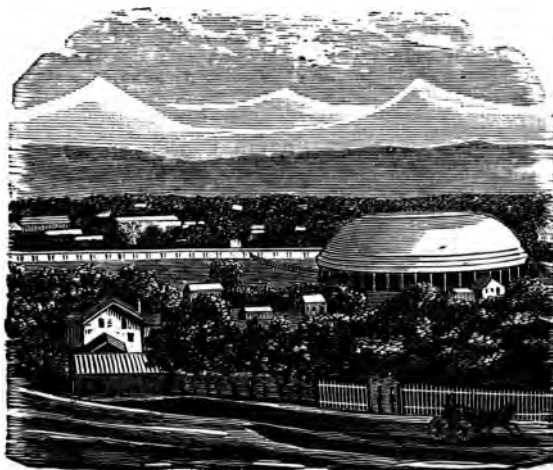
the platform near the Central Pacific, and luggage is transferred to them without cost.

[It is presumed that nearly every tourist who has not already done so, will desire to visit Salt Lake City, which is only 36 miles from Ogden by railway. We shall, therefore, introduce here a brief description of the Valley and City of Salt Lake and

of the remarkable people who compose a large majority of the present population of Utah.

The route is through a well cultivated country, and for several miles is in sight of the Great Salt Lake. This lake is the most considerable body of water in Utah—lies in the northern section near the western foot-hills of the Wahsatch, extending

seasons because of the volumes of fresh water the lake receives from the mountains in the spring, caused by the melting of the snows in the mountain gorges. The shores of this lake present an irregular outline, while the surface is interspersed with rocky islands, of which Antelope, Fremont, and Carrington are the largest.



THE MORMON TABERNACLE.

100 miles from north-west to south-east, with average width of 50 miles, and receives as tributaries Malade, Bear, Blue Spring, Ogden, Weber, and Jordan rivers, draining a considerable area. A chemical analysis of the waters of Great Salt Lake shows them to contain 20 per cent. of common salt and 2 per cent. of sulphate of soda and chloride of magnesium. Its specific gravity is given as 1.17, slightly varying with the

SALT LAKE CITY. *Hotels:* see "HOTEL APPENDIX." Population, 30,000.

The capital and principal city of Utah, formerly called Great Salt Lake City, the name having been changed by act of the territorial legislature, approved January 29th, 1868. It is situated in the valley of the Jordan, west of the Wahsatch Mountains, 15 miles south of Great Salt Lake, and is beautifully laid out in squares

of 10 acres each, subdivided into lots of $1\frac{1}{4}$ acres each, on which are neat and commodious residences, surrounded by fruit and ornamental trees and gardens of vegetables and flowers, except in the business portions of the city, where are substantial and handsome solid blocks of buildings. The streets are 128 ft. wide, with rows of flourishing shade trees separating the sidewalks from the carriage roads, and streams of water from the mountains running along the paved gutters, supplying the requirements of household purposes and irrigation. The city occupies an area of 9 square miles,—the beauty and wealth of the city, the attractiveness, centrality, and salubrity of its location uniting to render it one of the most attractive places of residence between the Mississippi Valley and the Pacific Ocean.

The Tabernacle is one of the first objects to attract the attention of strangers. It is an immense dome-like structure resting on 46 stone piers, the spaces between which are occupied by the doors and windows. It is oval in shape, 250 ft. long and 150 ft. wide, and contains seats for 10,000 persons. The ceiling is 60 ft. in height. The organ is the largest, with two exceptions (those at Boston and in Plymouth Church, Brooklyn), ever constructed in this country.

Close by the Tabernacle is the unfinished *Temple*, which has never risen above its foundations, though more than a million dollars have been expended upon it. The city has a large and handsomely decorated *Theatre* and *City Hall*.

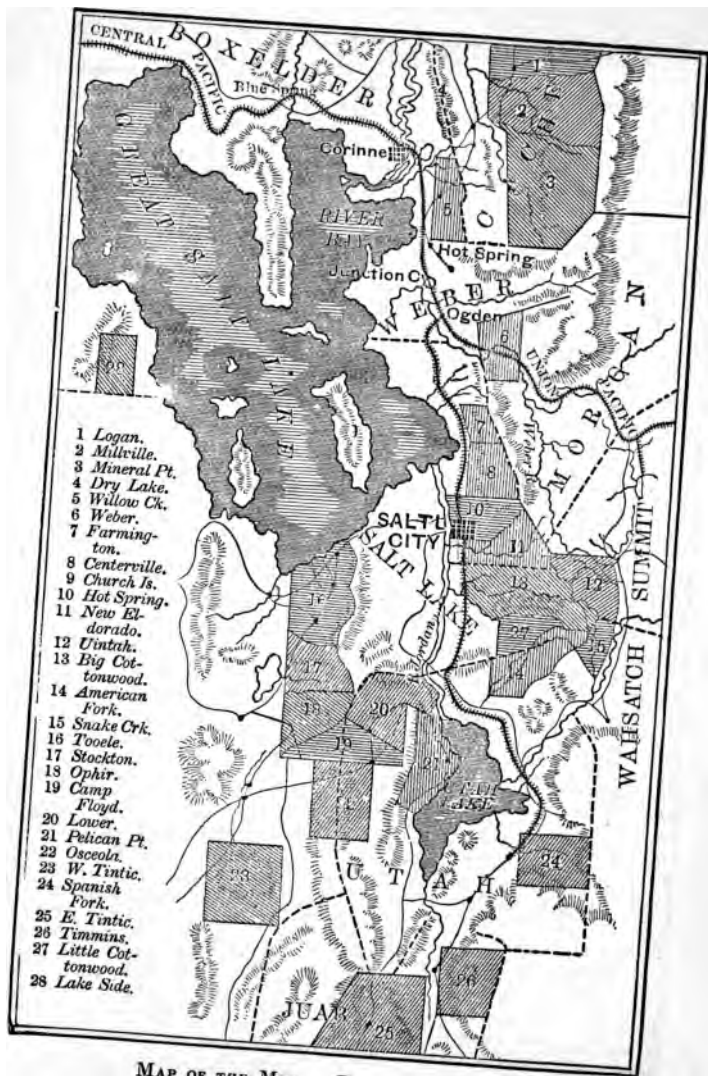
A large enclosure, with a high stone wall near the Tabernacle, contains the Lion House and Bee-hive House (so called from devices over the entrances), the residences of Brigham Young and several of his wives. His

business office, where he receives strangers, and the residences of his sons and other relatives, are in the enclosure referred to. Near it, on one of the best streets of the city, is the new residence of President Young, said to be the finest private house in the territory.

One day will suffice to see all that is to be seen in the city and for a drive to the Hot Springs and to Camp Douglas. Another day will suffice for a visit to the Little Cottonwood Cañon, in which are situated the Emma, Flagstaff, and other noted mines.

The best route to the Little Cottonwood Cañon is by way of Sandy Station, on the Utah Southern Railway (16 miles), and thence by the new Wahsatch and Jordan Valley (narrow gauge) Railway to ALTA, which is close to the Emma and Flagstaff mines. The whole distance from Salt Lake City is 25 miles. The scenery on the way, including the whole range of the Wahsatch Mountains and the scenery of the Cañon, well repay the journey. At Sandy Station and at the mouth of the Cañon are large smelting furnaces, where the operation of converting the silver ores into bullion may be seen. Beside the silver mines of the Little Cottonwood Cañon, there are rich mines in Bingham and Big Cottonwood Cañons, American Fork, East and West Tintic, and many other districts within a day's ride of Salt Lake City. Utah contains also rich mines of iron and coal.

THE MORMONS, or Latter Day Saints, are the followers of a religion founded by Joseph Smith, a man of little education, and of at least doubtful character, who was born in Vermont in 1805. According to his statement, an angel appeared to him in 1823, indicating to him where he would find certain ancient records. These re-



MAP OF THE MINING DISTRICT OF UTAH.

cords were written in "Reformed Egyptian" characters, on three gold plates, in the fourth century of this era, by a prophet called Mormon. Smith translated these writings, and produced the "Book of Mormon." After this the plates were taken away by the angel, and no one, save Smith and a few of his disciples, were allowed to see them. Some of the latter afterwards fell out with Smith, and acknowledged that the story of the plates was false. It is said that a clergyman named Spalding, residing at Conneaut, Ohio, had, a few years before Smith commenced the formation of his sect, written a religious tale, in which he adopted the phraseology of the Bible, and which tale he called "*The Manuscript Found*." It is said that after Spalding's death, this tale fell into the hands of Sidney Rigdon, an intimate friend of Smith, and afterwards a leading disciple, and that it was substantially the same as the present "Book of Mormon." This fact has been repeatedly certified to by the wife of Spalding, and others who knew the history of his romance. After the appearance of the "Book of Mormon" came the "Book of Doctrine and Covenants," containing special revelations made to Smith and his associates, upon points connected with the welfare of the church. Subsequent revelations increased this book. Among these was one reviving the Aaronic priesthood, another directing baptism by immersion, a third for the institution of apostles, and others from time to time for the regulation of the church. In all these the phraseology of the Bible was imitated. Smith succeeded in calling about him numerous followers; and removing from the State of New York, near Palmyra, in which State he pretended to have found the golden tablets, he, with his followers, who

were frequently persecuted by mobs, took refuge, in 1839, at Nauvoo in Illinois, where they built a town. In 1841, they commenced here the erection of a temple of enormous proportions, which was, however, never fully completed. The inhabitants of the neighbouring country felt themselves aggrieved by the existence among them of a sect whose practices they believed to be in violation of the laws of God and man, and they organized an attack upon the Mormon town. A serious riot took place in June, 1844, and in consequence of it, Joseph Smith and his brother Hiram were lodged in prison. The excited mob broke into the prison, and the brothers were both killed. Soon after this, Brigham Young succeeded Smith as prophet. The hostility of the inhabitants of the region about Nauvoo continuing, the Mormons were forced to quit the place, which they did in 1846. After much suffering, and in spite of unexampled difficulties, all of the sect remaining found their way, under the leadership of Young, across the great Plains, and reached the valley of the Great Salt Lake, where they established themselves, and formed a state, which they called "Deseret." The present territory of Utah was then part of Mexico, and the Mormons were beyond the jurisdiction of the United States. After the close of the war between Mexico and the United States, this region was ceded to the latter government. The Mormons were for a long time disposed to resist the authority of the government, but they were finally compelled to submit, and have for years, under compulsion, obeyed the laws. Since the discovery of the silver mines, the accession of Gentiles into the territory has been very great, and the temporal power of the church has been waning. The judgment of the people of the United States seems

to be, that polygamy shall cease to exist, and that all the citizens of this rich and beautiful region shall obey the laws of the United States. When proper laws are enacted and enforced, when polygamy ceases to exist, Mormonism will gradually cease to be conspicuous among the religions of the country, and the Mormon rule will have become extinct. The great social peculiarity of the Mormons is, of course, the practice of *polygamy*, but this was not so in the first days of the church. From 1830 to 1843 they were monogamists; but in the latter year, Joseph Smith claimed to have received a revelation recommending a plurality of wives, but the practice did not become general until after they left Nauvoo. Since then it has been avowed and openly defended. Members of the church are allowed to have one wife; but a plurality is encouraged by the revelation given to the *Prophet*, that the rank and dignity of Saints in the world to come is proportioned to the number of their wives and children. They defend the doctrine also on moral grounds, asserting that communities where polygamy exists are freer than others from vice, and they challenge comparison in regard to their domestic and social purity with monogamic communities.

They claim to believe in the three persons of the Godhead; that all men are in a state of sin, in consequence of Adam's transgression; but that in consequence of the sacrifice of Christ, they are free from the guilt of original sin. In the order of salvation, four things are necessary—Belief in the atonement of Christ; remission of sins; baptism by immersion for the remission of sins, administered by one authorized of Christ; and the laying on of hands for the gift of the Holy Ghost. All those who comply with these conditions obtain

forgiveness of their sins, and are made partakers of the Holy Ghost, enjoying the gifts of prophecy and healing, visions and revelations, and the power of working miracles. They believe in the literal gathering of Israel, and the restoration of the ten tribes; that Zion will be established on the Western Continent; that Christ will reign personally on the earth a thousand years; and that the earth will be renewed and receive its paradisiacal glory. They profess to copy the primitive church in having apostles, prophets, pastors, teachers, &c. They profess also to believe "in being honest, true, chaste, temperate, virtuous, and upright, and in doing good to all men." They have, in fine, something in common with every known sect, it having been one of Smith's doctrines that to be a true Mormon one must "adopt all that is true and good in all other religions."

Persons desirous of "interviewing" Brigham Young are always kindly received. They have only to present themselves to the private secretary at the business office near the *Lion House*, through whom interviews may be arranged. No letters or formal introduction are necessary.]

Resuming our journey at Ogden we pass 6 miles beyond the point where the junction is to be established between the Union and Central Pacific roads, and where machine shops and other railway buildings and a great hotel are to be built. The Great Salt Lake is occasionally seen on our left. Passing Bonneville, and Brigham, a Mormon town of 1,500 inhabitants, we reach (1055 miles) CORINNE, a thriving town of over 1,000 inhabitants. A steamer makes trips from this point to all the places on the lake. The town is a distributing station for Montana.

We now pass out of the valley of Salt Lake and crossing Bear River

the chief tributary of Salt Lake, and Blue Creek, we reach (1,084 miles) Promontory Point, remarkable as the spot where the Union and Central Pacific Railways joined their tracks on May 10th, 1869. The ceremony of driving the last spike was most impressive and was witnessed by a large concourse of people. We now pass into the region known as the *Great American Desert*, extending over an area of 60 square miles, once the bed of a saline lake. In dry weather the alkali-dust is disagreeable to travellers. We pass KELTON, from which stages leave for Idaho and Oregon; MATLIN (1,139 miles); TERRACE, where the company has erected workshops; LUCIN and TECOMA, (1187 miles), near which are important silver mines. Tecoma is the first station in the state of Nevada. Passing Montello and Loray we reach TOANO (1215 miles), a regular eating station, and the landing place for freight and passengers for several mining districts. We now pass PEQUOP, OTEGO, INDEPENDENCE, MOORS, from which we descend for many miles to the desert between the Humboldt and Truckee Rivers, and reach (1,251 miles) WELLS, which is in the neighbourhood of rich silver, copper and lead mines. Near this station, in a beautiful valley are the *Humboldt Wells*, a favourite camping place for overland travellers before the days of the railway. The springs number twenty, and are said by some writers to be the craters of extinct volcanoes; and it is said that though they have been sounded to great depths no bottom has been found. The railway company obtains water from one of the wells over which a house has been built. After leaving Humboldt Wells we soon enter the fertile valley of the Humboldt, which, after the uninteresting region through which we have passed since we left

Salt Lake, will be welcome to the traveller. It is about 80 miles long by 10 miles in width. The river to which the beauty and fertility of the valley is due, abounds in fish. Passing TULASCO, DEETH, and HALLACK, a depot for Fort Hallack, and OSINO, we reach ELKO (1,307 miles), a regular eating station for passengers by trains from the east and west. Population, 1,250. It is a supply station for several mining districts, among them the White Pine, Eureka, and others. We pass MOLEEN, CARLIN, from which stages leave for Mineral Hill. In this neighbourhood are usually seen numbers of the wretched Piute Indians whose encampments abound in the region.

PALISADE (1,339 miles), also a distributing point for Mineral Hill and other mining districts. Stages leave Palisade for the White Pine district. Passing Be-o-wa-we, and Shoshone we reach ARGENTA (1,379 miles), formerly stopping place for persons destined to the *Reese River Mines*. The distance to Austin is 90 miles. BATTLE MOUNTAIN (1,391 miles) is now the distributing station for Austin and the Reese River region. Leaving Battle Mountain we pass for some distance over an uninteresting country, passing COIN and STONE HOUSE (1,410 miles), once a trading post, fortified against attacks from the Indians. The old stone trading-house is still standing. GOLCONDA (1,434 miles) is the station for the Gold River mining district. WINNEMUCCA (1,451 miles) is an eating station, and the company have large workshops here. Stages leave this place for Boise City and other mining localities.

We now pass several unimportant stations and find ourselves upon the *Great Nevada Desert*. At BROWN'S station (1,541 miles) we have a view of Humboldt Lake, though passengers

by the express train westward will not enjoy the view on account of the darkness. Several stations are now passed and we reach WADSWORTH (1,587 miles), an eating station, where the company have extensive shops. It is also a trans-shipping station for Austin and Fort Churchill. There are gold mines in the vicinity. Pass-

of the former are silver and of the latter gold. The famous *Comstock Lode*, one of the most productive silver lodes ever discovered, extends under the two towns. The chief mines or claims on this lode are the Gould and Curry, Ophir, Savage, Yellow Jacket, Crown Point, and Hale and Norcross.]



BLACK ROCK, GREAT SALT LAKE.

ing two unimportant stations we reach (1,622 miles) RENO, a busy town which promises to become important. It is on the Truckee River. [A railway is completed from this point to VIRGINIA CITY, 48 miles by railway, though the direct distance is but 21 miles. Virginia City has a population of 7,000, and is a well-built and thriving town. Two miles distant is Gold Hill, a flourishing mining town, with 5,200 inhabitants. The mines

Resuming our journey from Reno we pass through wooded cañons, pass Verdi, and just before reaching BOCA (1643 miles) we leave Nevada and enter the state of California. Rapidly ascending we pass through long snow sheds built for the protection of the railway from the deep snows of this region. TRUCKEE, a well built town of 2,000 inhabitants on the north bank of the Truckee River is now reached (1,657 miles). The

inhabitants are largely engaged in lumbering. This is an eating station. Stages are found here for Donner Lake, 3 miles distant, and for Lake Tahoe, 12 miles distant. These lakes are favourite resorts of Californians, and will repay a visit.

Lake Tahoe is 22 miles long by 10 in width; Donner Lake is 3 miles long by 1 in width. The scenery of both is very grand. There are several excellent hotels in the neighbourhood of both lakes, and both abound in fish.

tion to Sacramento (104 miles) the line is carried along the edges of precipices, and in several places along ledges excavated in the sides of the mountains which extend far above and below. One of the most imposing of these passages is *Cape Horn*, just before reaching COLFAX (1,722 miles). This is an eating station and a point of departure for Grass Valley, Nevada. The town is very pretty and well-built; it has over 1,000 inhabitants. Auburn (1,740 miles), is a prosperous



AN INDIAN VILLAGE.

The silver trout is sometimes found weighing twenty pounds.

From Truckee westward the scenery is grand until we reach the coast. Ascending for 15 miles, passing through long lines of snow sheds, we reach Summit Station, 7,042 ft. above the level of the sea. High as this station is, the mountains tower far above it. One cannot but be impressed with the engineering skill which has overcome the immense difficulties encountered in the building of this railway over these mountains. From Summit to Colfax (51 miles) the descent is 2,500 ft., and the descent in 75 miles is 6,000 ft. From this sta-

tion of 1,200 inhabitants; eight miles from Auburn is an alabaster cave, which is thus described by its first explorer:—"On yesterday, we, in quarrying rock, made an opening to the most beautiful cave you ever beheld. On our first entrance we descended about 15 ft., gradually to the centre of the room, which is 100 by 30 ft. At the north end there is a most magnificent pulpit in the Episcopal church style that man ever has seen. It seems that it is, and should be called, the 'Holy of Holies.' It is completed with the most beautiful drapery of alabaster sterites of pink colours, varying from white to pink-red, over-

hanging the beholder. Immediately under the pulpit there is a beautiful lake of water, extending to an unknown distance. We thought this all; but, to our great admiration, on arriving at the centre of the first room, we saw an entrance to an inner chamber

we get a view for the first time of the Sacramento Valley and Rocklin, we reach JUNCTION, an eating station, the junction of the California and Oregon Railway. Passing Arcade, we cross the American River bridge, and three miles beyond reach SACRA-



SNOW SHEDS ON THE PACIFIC RAILWAY.

still more splendid (200 by 100 ft.), with most beautiful alabaster overhangings, in every possible shape of drapery."

After leaving Auburn we pass through Bloomer Cut, and passing Newcastle (1,745 miles), near which

MENTO (1,775 miles). (*Hotels: see "HOTEL APPENDIX"*), population, 25,000. This is the capital and second city of California, and a prominent railway centre, it being the terminus of the *Central Pacific, Sacramento Valley, California and Oregon*, and *California Paci-*

fic Railways. It contains many elegant public and private buildings. The State House is an imposing structure, its dome being a conspicuous landmark. The city has suffered greatly from fires and inundations, and it has been truly said of it that "it is less remarkable for what it is than for what it has survived." Passengers for San Francisco may reach that place from Sacramento either by the short line to Vallejo, and thence by ferry (20 miles) to San Francisco; or they may go by railway *via* Stockton to Oakland, the most expeditious and least inconvenient; or by steamers, which leave Sacramento daily at 2 P.M., reaching San Francisco at ten the same evening.

Continuing our route *via* Stockton and Oakland, we pass Brighton, GALT, whence a line of stages leaves for the Calaveras Big Trees, 70 miles distant, and reach (1,824 miles) Stockton, the third city of California. Population, 13,000. It occupies a level site on the San Joaquin River, is the chief market town of the San Joaquin Valley, and is in the centre of a fine agricultural region. It is well built with fine streets and handsome buildings.

The Stockton and Visalia and Stockton and Copperopolis Railway leaves our line here and conveys passengers destined to the Calaveras Big Trees, as far as Milton (30 miles). Leaving Stockton, we reach (8 miles farther on) LATHROP, the northern terminus of the Visalia division of the Central Pacific Railway, the new route to the Yosemite Valley. (This railway has been continued down the rich Joaquin Valley, and southward, by Los Angeles (471 miles), to Yuma on the Colorado River, 715 miles south of Lathrop.) We now pass Ellis and Midway, soon after leaving which we pass through several deep cuts, and see on the right the

old waggon road. Passing through a tunnel 1,116 feet in length, we reach Altamont, and (8 miles farther on) Pleasanton, a town of 500 inhabitants in the midst of mountains. Niles (1,884 miles) is in the Alameda Valley, and in the midst of the finest farming lands in the state. Seven miles south are the warm springs of Alameda county. From Decota (1,886 miles) San Francisco may be seen when the weather is clear. Passing Lorenzo and (3 miles farther on) San Leandro, we reach Melrose, where we cross the track of the Alameda Railway, and soon reach Brooklyn, on the Bay of San Francisco. Crossing a bridge, and following the border of the bay, we soon reach OAKLAND (1,909 miles), the end of our long journey by railway. Oakland is the principal town on the eastern shore of the bay, and is opposite San Francisco. It owes its name to the groves of live oaks, in which the town was originally built. It has 12,000 inhabitants, is beautifully built, and is famous for its schools. The University of California is here, and the State Asylum for the deaf, dumb and blind. The distance to San Francisco is 5 miles by ferry. Our train passes through Oakland to Oakland Point, where we are conveyed over the Company's Pier $2\frac{1}{2}$ miles into the bay. At the end of the pier we find the ferry-boat, which takes us 3 miles across the bay to SAN FRANCISCO (1,914 miles). The pier is 11,000 ft. long; and besides railway tracks and carriage-way contains passenger and freight depôts, and stores for 50,000 bushels of grain, and has pens for 500 cattle.

SAN FRANCISCO (*Hotels*: see "HOTEL APPENDIX"), population, 260,000; in population and importance the metropolis of California and of the Pacific coast. It is situated on the southern promontory bounding the Bay of San Francisco a little to the

south of the "Golden Gate." The city is built over a series of eminences of moderate elevation, from which fine views of the Bay and surrounding country may be had. Its growth has been extraordinary, even for an American city. In 1848 it consisted of a few rude shanties. Its remarkable growth was the result of the discovery of gold in the beds of the tributaries of the San Joaquin and Sacramento Rivers. Such, however, are the ad-

There is a remarkable want of public parks, but their absence is in a measure compensated by the numerous gardens attached to the residences of private citizens. The view from *Telegraph Hill*, which is more than 250 ft. high, is very extensive. It includes the city extending to the *Presidio* on the west, and the *Mission* to the south, the entrance to the Bay, and the Bay itself, including the island of *Alcatraz*, on which is a fort



THE GOLDEN GATE.

vantages of the location of the city, the enterprise of its inhabitants, and the fertility of the adjacent country, that a partial or entire exhaustion of the gold mines would not materially affect its growth or the extent of its trade. Of the *public buildings* the most noticeable are the Bank of California, the Merchants' Exchange, the United States Mint, and Custom House. The churches are very numerous and handsome. Montgomery-street is the principal thoroughfare and the fashionable promenade; it is well built.

and military station; Angel Island, 700 ft. high; Goat Island, and on the east the range of Contra Costa, with Mount Diablo, 3,650 ft. high.

Along the water-front of the city a sea-wall has been built at a cost of nearly \$3,000,000. The top is 65 ft. wide, and the foundations are laid 25 ft. below low water mark. The city is supplied with water brought from Lobos Creek, $3\frac{1}{2}$ miles from the city. The reservoirs have a capacity of 10,000,000 gallons per day. A supply is also had from Lake Honda,

3 miles distant. A plan is on foot to bring to the city the waters of Lake Tahoe, 150 miles distant. Street Railways intersect the city in every direction. *Baldwin's Theatre* and the *California Theatre* are devoted to the legitimate drama. The former is the most elegant theatre on the Pacific coast. The *Opera House* and the *Alhambra* are devoted chiefly to *opera-bouffe* and burlesque. One of the sights of the city is the Chinese Theatre, on Jackson-street, in the Chinese quarter. *Nordhof*, in his interesting work on California, says of it: "I am not sure but the '*China Theatre*' is the strangest sight San Francisco has to show." Of the play he says: "The first part of the play was what we should call an opera. That is to say, the dialogue was sung to the accompaniment of music. The 'music' was ear-piercing, shrill, loud, and to our ears only a horrible discord. But there evidently was a method in it; the leader, whose instrument consisted of two ivory sticks, with which he beat very audible time on a block of iron, had his shirt-sleeved orchestra under full control. The singing was as unnatural as the playing, and when the chief personage of the play, a high mandarin, dressed gorgeously, and with peacock feathers a yard long sticking out of his crown, attempted a quaver or a trill, we all in our box burst into uncontrollable laughter." *Woodward's Gardens* is a place of popular resort, and is at once a menagerie, an art gallery, and museum.

There are several clubs, to which strangers find ready access; the principal one is the Union Club.

Ferry-boats run often to Oakland, Alameda, and other places on the Bay. Steamers run regularly to Benicia (30 miles from San Francisco), Stockton (110 miles), Sacramento (125 miles), San Pedro (365 miles),

San Diego (450 miles), Portland, Oregon (650 miles), Victoria, Vancouver's Island (750 miles), Panama (3250 miles), Honolulu, Sandwich Islands (2,100 miles), and other places.

There are several places of interest in the environs of the city, which will well repay a visit. One of the most noteworthy excursions is to the SEAL ROCKS, 6 miles west of the city. Horse-cars run in that direction nearly 3 miles, and from the terminus of the railway an omnibus conveys passengers to the "Cliff House," which is close to the Seal Rocks. This route passes several rural cemeteries, the most beautiful of which is the Lone Mountain Cemetery, which is handsomely laid out and contains many costly and beautiful monuments. Before reaching the Cliff House we have a fine view of the Pacific Ocean. At our right is the outer side of the *Golden Gate*; to the left the sandy beach, stretching away as far as the eye can reach.

"The road descends to the brink of an abrupt cliff overhanging the sea, and commanding a view of three or four groups of rocky islets, which rise sharply from the waves. These are the famous 'seal rocks,' and their sole tenants are the seals or sea-lions, which bask in the sunshine on their ledges, and the sea-birds which light in flocks upon the peaks. The seals are perpetually climbing up the rocks, their sleek coats streaming with water, or plunging into the wave again, sporting in the liquid tide as if keenly enjoying their mere existence. Here and there on the higher pinnacles of the rocks are a few solitary ambitious animals, who, having climbed far above their companions, are soundly sleeping in the sun. But for the most part, seals tumble in and out of water, over and over each other, or crawl awkwardly on the lower rocks,

continually keeping up their peculiar grunt or bark, the noise of which is occasionally drowned by the thunder of the waves as they break against the cliff. With a good field-glass, one can watch every motion of the uncouth and ungainly beasts, and it is a source of endless amusement for those who are curious in the study of their habits to note their peculiar motions and changes from place to place. By a state law they are protected from slaughter, and so they increase, multiply, and possess their place of abode with as much freedom from fear of man as though they were leagues away from any inhabited country.

"On the summit of the cliff is Cliff House, which provides shelter and entertainment for pleasure-seekers. From the rear of the hotel on a broad veranda, overhanging the sea, one obtains a grand view of the panorama and of the rocks which form the principal attraction of the locality."—*Hutchings*.

There are many pleasant drives in the immediate vicinity of the city, but none requiring especial notice.

ROUTE 14.

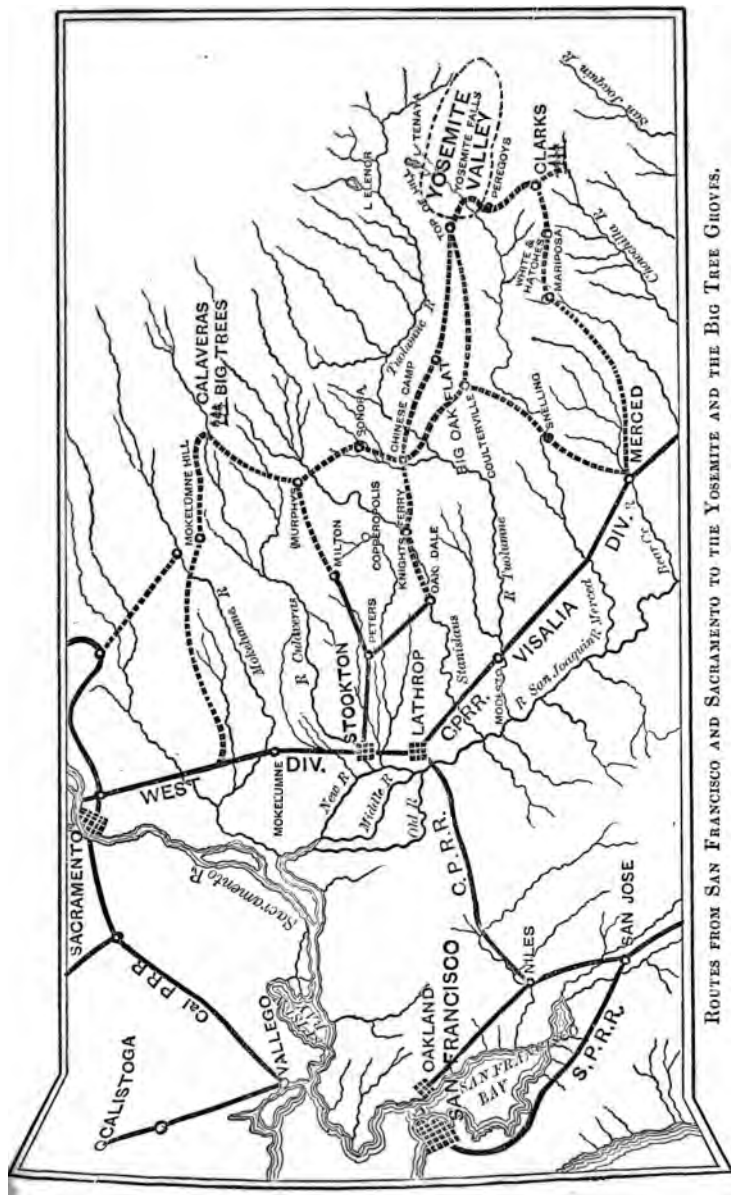
SAN FRANCISCO TO THE YOSEMITE VALLEY AND THE BIG TREE GROVES.

TOCKTON is the main starting-point. The best route for tourists is to go into the Yosemite by way of Merced and Inspiration Point, and to come out by way of the Chinese Camp route and the Calaveras Grove.

Arrangements may be made either at San Francisco or Stockton for tickets from either of these points to the Yosemite and back, including the cost of conveyance of every kind, at a fixed price. A road has been completed, called the Coulterville and Yosemite Turnpike, over which stages and private teams are driven from the railroad depots in the San Joaquin Valley to the hotels in the Yosemite—a distance of 85 miles, passing on the way the Bower Cave, Pilot Peak, the Merced Grove of Big Trees, and the Cañon and Cataracts of the Merced River. By the present advertised arrangements the time from San Francisco to the Yosemite is "Two days, with two nights of rest on the way, and no trails or horseback riding."

Of the routes, Nordhof, a most intelligent traveller, says:—"In going to the Yosemite, go in by way of Merced, which, though a little longer ride, gives you Inspiration Point as your first view of the famous valley; and pass out the other way, as that leads, by way of Chinese Camp and Sonora, through some of the most famous of the 'placer diggings' to the Calaveras Grove of Big Trees."

The advice of Professor Whitney, written before the completion of the waggon road beyond Clark's, is as follows:—"The proper way for travellers is, undoubtedly, to make the 'round trip,' going into the Valley on one side and returning on the other, as the trail on the Mariposa side takes one near the Big Trees, and, besides, furnishes by far the best general views of the Valley; while, on the Coulterville trail, we have the Bower Cave and many fine views of the distant Sierra. It is for the traveller to decide whether he prefers getting these general views of the Valley after he has already been there, or on his way into it. If he wishes to have the whole grandeur of the Yosemite revealed to him at once, let him enter the Valley on the Mariposa side; if, on the other hand, he prefers to see the various points in succession, one



ROUTES FROM SAN FRANCISCO AND SACRAMENTO TO THE YOSEMITE AND THE BIG TREE GROVES.

after another, and then, finally, as he leaves the Valley, to have these glorious general views, as a kind of summing up of the whole, he will enter by the Coulterville and depart by the Mariposa side. Horses and guides may be obtained at Coulterville, Mariposa, or Bear Valley, to make the round trip, and parties often go prepared to camp out on the way wherever they may find it agreeable, thus rendering themselves independent of hotels and landlords. Those who do not camp usually ride from Bear Valley or Mariposa to Clark's the same evening; stop over there one day, and visit the Big Tree Grove; then ride to the Yosemite the next day. In leaving the Valley, they ride to Black's the first day; then to Coulterville the second, and reach San Francisco late the night of the third. Persons have been found, sufficiently in haste, and having so little regard for their horses, as to ride from Bear Valley to the Yosemite in one day, eighteen hours long."

The distance from San Francisco *via* Lathrop and Mariposa to the Valley is 220 miles. We shall presume that our tourist takes this route, and will accordingly briefly describe it, leaving a description of other routes for the end of the chapter. The whole trip to the Valley may be made from San Francisco in two days. The journey there and back, allowing only two days in the Valley, may be accomplished, therefore, in six days, though most tourists will prefer to devote ten days to this interesting trip.

Leaving San Francisco we reach LATHROP (81 miles; see preceding route), where we take the cars of the Visalia Branch to MERCED (57 miles). Here stages or carriages are taken for the remainder of our journey. Our route passes through the famous Mariposa Estate. 40,000 acres of mineral land here were

granted by the Government in 1848 to General Fremont. At the upper end of the valley is a large quartz mill.

We leave the Mariposa Estate at Mormon Bar, and passing through an uninteresting region, crossing several branches of the Chowchilla, we begin to be sensible that we are entering the real mountain region of the Sierra, tall pitch pines beginning to appear, and the air being cooled by the snows of the heights above. The road ascends Chowchilla Creek, and then crosses the ridge which forms the "divide" between that creek and the Merced River. Nearly the whole distance to Clark's Ranch is among fine forests. On our left is the lofty granite knob of the Devil's Mountain, from which the tourist, willing to undergo the fatigue of the climb, will enjoy a fine view. The road descends rapidly from the summit crosses Big Creek, and soon reaches Clark's, on the bank of the South Merced.

At Clark's we are nearly at the same elevation as the Yosemite Valley, which lies directly north at a distance of only 12 miles in a direct line. The South Fork is here a stream 60 to 80 ft. wide, and heading about 16 miles farther up, at the south-east end of the Merced Group. Mr. Clark is one of the pioneers of the country, and has always received travellers with that hearty hospitality and genuine kindness which makes them feel at home. The accommodations here, although not palatial, are well suited to minister to comfort. Here travellers usually remain over a day to visit the Big Tree Grove, 4 miles distant.

We adapt the following description of the Mariposa Grove of Big Trees from Professor Whitney's excellent description.

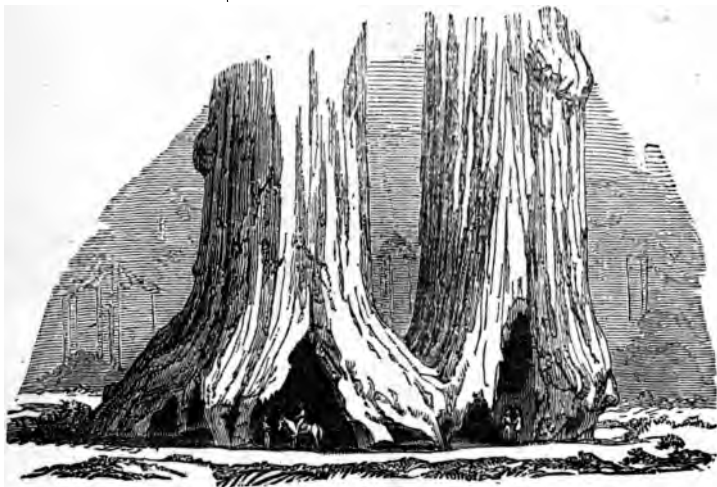
The Mariposa Grove is about 4

miles from Clark's, and 16 miles due south from the Lower Hotel in the Yosemite Valley. It is 1,500 ft. higher than the former, and 5,500 ft. above the level of the sea.

The grant made by Congress is 2 miles square, and embraces, in reality, two distinct, or nearly distinct groves; that is to say, two collec-

The lower grove, which is smaller in size and more scattered, lies in a south-westerly direction from the other, some trees growing quite high up in the gulches on the south side of the ridge which separates the two groves.

The trail approaches the Upper Grove from the west side, and passes



THE TWINS, MARIPOSA GROVE.

tions of Big Trees, between which there is an intervening space without any. The Upper Grove is in a pretty compact body, containing, on an area of 3,700 by 2,300 ft. in dimensions, just 365 trees of the *Sequoia gigantea*, of a diameter of 1 foot and over, besides a great number of small ones.

through and around it, in such a manner as to take the visitor very near to almost all the largest trees; to accomplish this, it ascends one branch of the creek and then crosses over and descends the other, showing that the size of the trees depends somewhat on their position in regard

to water. Still, there are several very large ones on the side hill south of the creek, quite high above the water.

Several of the trees in this grove have been named, some of them, indeed, half a dozen times; there are no names, however, which seem to have become current, as is the case in the Calaveras Grove. A plan has been drawn for the Commissioners, however, showing each tree, with its exact position and size, *a number being attached to each*. The circumference of every tree in the grove was also carefully measured, and the height of such as could be conveniently got at for this purpose.

Table of Measurements of Height and Circumference of Trees in the Mariposa Grove.

No.	Height.	Circumference at Ground.	Circumference at 6 feet above the Ground.
6	...	77.5	...
7	...	72.5	...
11	...	62.	...
12	244	62.	...
15	272	...	...
16	...	86.5	...
20	...	72.5	55.
21	...	...	44.
27	250	48.	...
29	...	89.8	...
31	186	35.7	29.6
35	...	65.	50.8
38	226	27.	...
49	194	...	...
51	218	56.	39.
52	249	...	40.
60	...	81.6	59.
64	...	82.4	50.
66	221	39.8	...
69	219	35.7	...
70	225	43.9	..

No.	Height.	Circumference at Ground.	Circumference at 6 feet above the Ground.
77	197	...	27.8
102	255	...	50.
158	223	...	...
164	243	...	27.6
169	...	79.6	...
171	...	82.7	...
174	268	...	40.8
194	192	...	46.
205	229	87.8	...
216	235	70.4	...
216	...	...	63.2
226	219	...	48.
236	256	...	46.
238	...	...	57.
239	187	...	26.6
245	270	81.6	67.2
253	...	74.3	60.
262	...	56.	...
275	...	68.	...
286	...	76.	...
290	...	...	46.
301	...	...	51.
304	260	92.7	...
330	...	91.6	...
348	227	...	51.

From the above table it will be seen that there are several trees in this grove larger than any in the Calaveras, and that their average size is greater. The average height of the Mariposa trees, however, is less than that of the Calaveras; and the highest of the former, 272 ft. is 53 ft. less than the tallest one of the latter. There is a burned stump on the north side of the grove, nearly all gone, but indicating a tree of a size perhaps a little greater than any now existing here. The beauty of the Mariposa Grove has been sadly marred by the ravages of fire, which has evidently swept through it again and again, almost ruining many of the finest trees. Still, the general appearance

of the grove is extremely grand and imposing. There are about 125 trees over 40 ft. in circumference.

From Clark's, the trail to the Yosemite crosses the South Fork of the Merced, and ascends rapidly on to the plateau which lies between the Main Merced and the South Fork. After about 6 miles' travel, pretty steadily up hill, we reach Alder Creek, 1,900 feet above Clark's, and follow this up about a mile to Empire Camp, attaining here an elevation of 2,018 ft. above Clark's, or about 6,000 ft. above the sea level. We are now nearly on the height of the plateau, and follow along Alder Creek to its source in a large meadow, known as Westfall's, and 3,100 ft. above Clark's, or 7,100 above the sea. Here are two houses, Westfall's and Ostrander's. This is the half-way house between Clark's and the Valley. That we are high up in the Sierra is rendered evident by the predominance of the *Pinus Contorta*, a rather small tree, with its leaves short and in pairs, usually called "tamarack" by the settlers. This and the noble firs (*Picea grandis* and *amabilis*) form here almost the whole of the forests.

From Ostrander's, about half a mile north-east of Westfall's, a trail has been blazed by the Geological Survey to Sentinel Dome. Not far from Westfall's is a ridge, easily accessible from which one may obtain a fine view of the Merced group of mountains. From Westfall's to the edge of the Yosemite the trail passes over a rolling country over low ridges with meadows between. It attains a height of 3,426 ft. above Clark's, and 7,400 above the level of the sea. At Inspiration Point we get our first view of the Yosemite. Of this point Mr. Sidney Andrews, a well-known journalist, writes:—

"Suddenly as I rode along, I heard a shout. I knew the valley

had revealed itself to those who were at the front of the line. I turned my head away—I couldn't look until I had tied my horse. Then I walked down to the ledge and crawled out upon the overhanging rocks. I believe some men walk out there,—its a dull clod of a soul who can do that. In all my life, let it lead me where it may, I think I shall see nothing else so grand, so awful, so sublime, so beautiful,—beautiful with a beauty not of this earth,—as that Vision of the Valley. It was only yesterday evening,—I cannot write of it yet. How long I sat there on the rocks I never shall know. I brought the picture away with me; I have only to shut my eyes and I see it as I saw it in that hour of hours. I think I shall see nothing else so sublime and beautiful, till, happily, I stand within the gates of the Heavenly City."

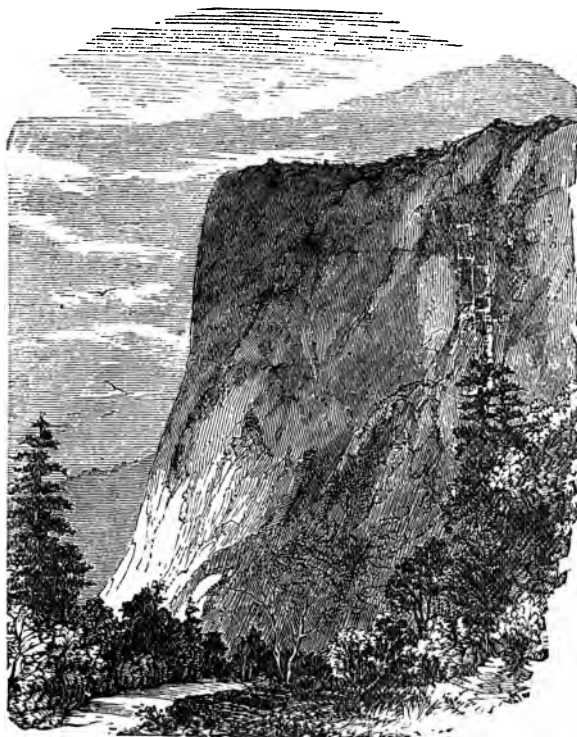
Mr. C. C. Coffin, in his "New Way Round the World," thus speaks of it:—

"Suddenly we find ourselves on the brink of an awful chasm. One mad leap of our horse and we should fall three-fourths of a mile! Hang over the chasm, if your nerves are steady enough, and look into its depths. Those little green points, like plants just springing from a garden bed, are gigantic forest trees. That thread of silver winding through the valley is a river which has poured its flood down a precipice 2,700 ft. The opposite wall of the chasm rises three-fourths of a mile. It is a perpendicular rock, without seam or scar to mar its beauty."

From this Point to the hotel in the valley is 8½ miles. A little below on Mount Beatitude, which may be reached by a slight *détour*, a more comprehensive view of the valley may be had than that from Inspiration Point. We are indebted to Prof. Whitney for the following description.

"The Yosemite Valley is nearly in the centre of the State, north and south, and midway between the east and west bases of the Sierra, here a little over 70 miles wide. The Valley

may be likened to a gigantic trough hollowed in the mountains, nearly at right angles to their regular trend; that is to say, North 65° East, the direction of the axis of the Sierra



EL CAPITAN.

is a nearly level area, about 6 miles in length, and from half a mile to a mile in width, sunk almost a mile in perpendicular depth below the general level of the adjacent region. It

being, as before stated, North 31° West. This trough is quite irregular, having several re-entering angles and square recesses, let back, as it were, into its sides; still, a general north-

east by easterly direction is maintained in the depression, until we arrive near its upper end, when it turns sharply, at right angles almost, and soon divides into three branches, through either of which we may, going up a series of gigantic steps, as it were, ascend to the general level of the Sierra. Down each of these branches, or cañons, descend streams, forks of the Merced, coming down the steps in a series of stupendous waterfalls. At its lower end, the valley contracts into a narrow gorge, or cañon, with steeply inclined walls, and not having the U shape of the Yosemite, but the usual V form of California valleys."

"The principal features of the Yosemite, and those by which it is distinguished from all other known valleys, are: First, the near approach to verticality of its walls; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, finally, the very small amount of *talus* or *débris* at the base of these gigantic cliffs. These are the great characteristics of the Yosemite throughout its whole length; but, besides these, there are many other striking peculiarities and features both of sublimity and beauty, which can hardly be surpassed, if equalled, by those of any mountain valleys in the world. Either the domes or the waterfalls of the Yosemite, or any single one of them even, would be sufficient in any European country to attract travellers from far and wide in all directions. Waterfalls in the vicinity of the Yosemite, surpassing in beauty many of those best known and most visited in Europe, are actually left entirely unnoticed by travellers, because there are so many other objects of interest to be visited that it is impossible to find time for them all."

"In describing the Yosemite, we will

first give the necessary details in regard to the different objects of interest in and about the valley, following it upward, and supposing the traveller to enter from the Mariposa side. In doing this, we will point out the prominent objects, in the order in which they present themselves, giving statistics of their elevation and dimensions.

In descending the Mariposa trail, a climb of 2,973 ft. down to the bottom of the valley, the traveller has presented to him a succession of views, all of which range over the whole extent of the principal valley, revealing its dominant features, while at each new point of view he is brought nearer to these gigantic objects. The principal points seen present themselves as follows: on the left is *El Capitan*, on the right the *Bridal Veil Fall*, coming down on the back side of the *Cathedral Rocks*, and in the centre the view of the valley, and beyond into the cañon of the Tenaya Fork of the Merced; the point of the *Half Dome* is just visible over the ridge of which *Sentinel Rock* forms a part, and beyond it, in the farthest distance, *Cloud's Rest* is seen. A general idea of the valley can be well obtained from this point, and in one view; but, as we ride up between the walls, new objects are constantly becoming visible, which at the lower end were entirely concealed.

On the cliffs around the valley, *El Capitan* and the *Half Dome* are the most striking. *El Capitan* is an immense block of granite, projecting squarely out into the valley, and presenting an almost vertical sharp edge, 3,300 ft. in elevation. The sides or walls of the mass are bare and smooth. It is almost impossible for the observer to comprehend the enormous dimensions of this rock, which in clear weather can be distinctly seen from the San Joaquin plains, at a distance

of 50 or 60 miles. Nothing, however, so helps to a realization of the magnitude of these masses about the Yosemite as climbing around and among them. Let the visitor begin to ascend the pile of *débris* which lies at the base of El Capitan, and he will soon find his ideas enlarged on the point in question. And yet these *débris* piles along the cliffs, and especially under El Capitan, are of insignificant size compared with the dimensions of the solid wall itself. They are hardly noticeable in taking a general view of the valley. El Capitan imposes on us by its stupendous bulk, which seems as if hewed from the mountains on purpose to stand as the type of eternal massiveness. It is doubtful if anywhere in the world there is presented so squarely cut, so lofty, and so imposing a face of rock."

"On the other side of the valley we have the Bridal Veil Fall, unquestionably one of the most beautiful objects in the Yosemite. It is formed by the creek of the same name, which rises a few miles east of Empire Camp, runs through the meadows at Westfall's, and is finally precipitated over the cliffs, on the west side of Cathedral Rock, into the Yosemite, in one leap of 630 ft. perpendicular. The water strikes here on a sloping pile of *débris*, down which it rushes in a series of cascades for a perpendicular distance of nearly 300 ft. more, the total height of the edge of the fall above the meadow at its base being 900 ft. The effect of the fall as everywhere seen from the valley, is as if it were 900 ft. in vertical height, its base being concealed by the trees which surround it. The quantity of water in the Bridal Veil Fall varies greatly with the season. In May and June the amount is generally at the maximum, and it gradually decreases as the summer advances. The effect, however, is finest when the

body of water is not too heavy, since then the swaying from side to side, and the waving under the varying pressure of the wind, as it strikes the long column of water, is more marked. As seen from a distance at such times, it seems to flutter like a white veil, producing a beautiful effect."

The Virgin's Tears Creek, on the other side of the valley, and directly opposite the Bridal Veil, makes also a fine fall, over 1,000 ft. high, is a beautiful fall as long as it lasts; but the stream which produces it dries up early in the season. In quantity of water, elevation, and general effect, this fall, hardly spoken of at the Yosemite among so many grander ones, is far superior to the celebrated Staubbach of Switzerland.

"Proceeding up the valley, we find on the same side as the Bridal Veil, and a little above it, the prominent and massive pile of granite, to which the name of Cathedral Rock has been given. This mass of rock is not so high nor so massive as El Capitan, nor are its sides quite as nearly vertical; its summit is 2,660 ft. above the valley. Just beyond Cathedral Rock, on the same side, are the pinnacles called 'The Spires.' These spires are isolated columns of granite, at least 500 ft. high, standing out from, but connected at the base with the walls of the valley. The whole side of the valley, along this part of it, is fantastically but exquisitely carved out into forms of gigantic proportions, which anywhere else, except in the Yosemite, would be considered objects of the greatest interest. From one point of view, these spires appear symmetrical, of equal height, squarely cut, and rising above the edge of the cliff behind exactly like two towers of a Gothic cathedral.

The next prominent object, in going up the valley, is the triple group of

rocks known as the Three Brothers. These rise in steps one behind the other, the highest being 3,830 ft. above the valley. From the summit of this, there is a superb view of the valley and its surroundings. The peculiar outline of these rocks, as seen from below, resembling three frogs sitting with their heads turned in one direction, is supposed to have suggested the Indian name *Pompompasus*, which means, we are informed, 'Leaping Frog Rocks.'

Nearly opposite the Three Brothers is a point of rocks projecting into the valley, the termination of which is a slender mass of granite, having something the shape of an obelisk, and called, from its peculiar position, or from its resemblance to a gigantic watch-tower, the 'Sentinel Rock.' The obelisk form of the Sentinel continues down for 1,000 feet or more from its summit; below that it is united with the wall of the valley. Its entire height above the river at its base is 3,043 ft. This is one of the grandest masses of rock in the Yosemite.

From near the foot of Sentinel Rock, looking directly across the valley, we have before us what probably most persons will admit to be, if not the most stupendous, at least the most attractive feature of the Yosemite; namely, the 'YOSEMITE FALL' *par excellence*, that one of all the falls about the valley which is best entitled to bear that name. The finest view of this fall is in a group of oaks near the Lower Hotel, from which the fall is seen directly in front. From this point the various parts seem most thoroughly to be blended into one whole of surprising attractiveness. Even the finest photograph is, however, utterly inadequate to convey to the mind any satisfactory impression or realization of how many of the elements of grandeur and

beauty are combined in this waterfall and its surroundings and accessories. The first and most impressive of these elements is, as in all other objects about the Yosemite, vertical height. In this it surpasses, it is believed, any waterfall in the world with anything like an equal body of water."

"The Yosemite Fall is formed by a creek of the same name, which heads on the west side of the Mount Hoffmann Group, about 10 miles north-east of the valley. Being fed by melting snows exclusively, and running through its whole course over almost bare granite rock, its volume varies greatly at different times and seasons, according to the amount of snow remaining unmelted, the temperature of the air, and the clearness or cloudiness of the weather. In the spring, when the snow first begins to melt with rapidity, the volume of water is very great; as ordinarily seen by visitors in the most favourable portion of the season,—say from May to July,—the quantity is still sufficient to produce a fine effect; still later, it shrinks down to a very much smaller volume. The vertical height of the lip of the fall above the valley is, in round numbers, 2,600 ft."

"The fall is not in one perpendicular sheet. There is first a vertical descent of 1,500 ft., when the water strikes on what seems to be a projecting ledge, but which, in reality, is a shelf or recess, almost a third of a mile back from the front of the lower portion of the cliff. From here the water finds its way, in a series of cascades, down a descent equal to 626 ft. perpendicular, and then gives one final plunge of about 400 ft. on to a low *talus* of rocks at the base of the precipice. The whole arrangement and succession of the different parts of the fall can be easily understood by ascending to the base of the Upper Fall, which is a very interesting and not a diffi-

cult climb, or from Sentinel Dome, on the opposite side of the valley, where the spectator is at a considerable distance above its edge. As the various portions of the fall are nearly in one vertical plane, the effect of the whole is nearly as grand, and perhaps

One of the most striking features of the Yosemite Fall is the vibration of the upper portion from one side to the other, under the varying pressure of the wind, which acts with immense force on so long a column. The descending mass of water is too great to



SENTINEL ROCK. 3,275 ft.

even more picturesque, than it would be if the descent were made in one leap from the top of the cliff to the level of the valley. Nor is the grandeur or beauty of the fall perceptibly diminished, by even a very considerable diminution of the quantity of water from its highest stage.

allow of its being entirely broken up into spray; but it widens out very much towards the bottom,—probably to as much as 300 ft. at high water, the space through which it moves being fully three times as wide. This vibratory motion of the Yosemite and Bridal Veil Falls is something peculiar,

and not observed in any others, so far as we know; the effect of it is indescribably grand, especially under the magical illumination of the full moon."

"The cliff a little east of the Yosemite Fall rises in a bold peak to the height of 3,030 ft. above the valley; it can be reached up Indian Cañon, a little farther east, and from this point a magnificent view of the whole region can be obtained. The ascent to the summit of the fall and the return to the valley can be made in one day, but only by good mountain climbers.

Following up the valley for about two miles above the Yosemite Falls, we find that the main portion of it comes to an end, and that it branches out in three distinct but much narrower *cañons*, each of which, however, has some new wonders to disclose. The Merced River keeps the middle one of these, and its course is here about the same that it was below, or nearly west; it holds this direction nearly up to the base of the Mount Lyell Group, where it heads, between the main crest of the Sierra and the parallel subordinate or side range called by us the Merced or Obelisk Group. In the left hand, or north-westerly cañon, the Tenaya Fork of the Merced comes down, and in the right hand, or south-westerly one, the South Fork, or the Illilouette.

At the angle where the Yosemite branches we have, on the north side, the rounded columnar mass of rock called the Washington Column, and immediately to the left of it the immense arched cavity called the Royal Arches, and over these is seen the dome-shaped mass called the North Dome. This is one of those rounded masses of granite which are not uncommon in the Sierra Nevada; it rises to an elevation of 3,568 ft. above the valley. Such dome-shaped masses are somewhat characteristic of all

granitic regions, but are nowhere developed on so grand a scale as in the Sierra. An examination with a good glass, or a glance at one of Watkins's noble photographs, will show that the North Dome is made up of huge concentric plates of rock, overlapping each other, in such a way as to absolutely prevent an ascent on the side presented to the valley; to the north, however, the Dome runs out in a long ridge, as represented on the map, and from that side there is not the slightest difficulty in getting to the summit.

The concentric structure of the North Dome is well seen in the Royal Arches, which are, in fact, a sort of appendage to its base. This peculiarity of structure pervades the whole mass of rock, and it is evident that these arches have been formed by the slipping down of immense plates of granite, the size of the cavity thus left being enormous, but not easily measured. The arches and the column, at the angle of the main valley and the Tenaya Cañon, seem as if intended to form a base of adequate magnitude and grandeur for the support of the Dome which rests upon them.

The Half Dome, on the opposite side of the Tenaya Cañon, is the loftiest and most imposing mass of those considered as part of the Yosemite. It is not so high as Cloud's Rest, but the latter seems rather to belong to the Sierra than to the Yosemite. The Half Dome is in sight, in the distance, as we descend the Mariposa trail, but is not visible in the lower part of the valley itself; it is seen first when we come to the meadow opposite Huchings's. It is a crest of granite, rising to the height of 4,737 ft. above the valley, perfectly inaccessible, being probably the only one of all the prominent points about the Yosemite which never has

been, and never will be, trodden by human foot. The summit of the Half Dome runs in a north-east and south-west direction, parallel with the cañon; it rises on the south-west side with a grand, regular dome-like form, but falls off rapidly in a series of steps as it descends to the north-east. At right angles with this, or crosswise of the mass, the section is very peculiar. On the side fronting Tenaya Cañon, it is *absolutely vertical* for 2,000 ft. or more from the summit, and then falls off with a very steep slope, of probably 60 or 70 degrees, to the bottom of the cañon. This slope, however, is not, as one would suppose, a *talus* of fragments fallen from above; it is a mass of granite rock, part and parcel of the solid structure of the dome; the real *débris* pile at the bottom is absolutely insignificant in dimensions compared with the dome itself. On the opposite face, the Half Dome is not absolutely vertical; it has a rounded form at the top, and grows more and more steep at the bottom. The whole appearance of the mass is that of an originally dome-shaped elevation with an exceedingly steep curve, of which the western half has been split off and become engulfed. This geological theory of its formation appears to have forced itself upon those who gave it the name "Half Dome," which is one that seems to suggest itself, at the first sight of this truly marvellous crest of rock. From the upper part of the valley, and from all the heights about it, the Half Dome presents itself as an object of the most imposing grandeur. It has not the massiveness of El Capitan, but is more astonishing, and probably there are few visitors to the valley who would not concede to it the first place among all the wonders of the region. Even the most casual observer must recognize in it a new

revelation of mountain grandeur. Those who have not seen it could never comprehend its extraordinary form and proportions, not even with the aid of photographs. It is entirely unique in the Sierra Nevada; and, so far as we know, in the world. The only possible rival would be the Matterhorn. Each is unique in its way; but the forms of the two are so different that they will hardly bear comparison."

"Farther up the cañon of the Tenaya is a beautiful little lake called 'Mirror Lake,' an expansion of the Tenaya Fork. It is frequently visited, and best early in the morning, for the purpose of getting the reflection from its unruffled surface of a noble overhanging mass of rock, to which the name of Mount Watkins has been given, as a compliment to the photographer who has done so much to attract attention to this region.

Still farther up the Tenaya Fork, on the right-hand side, is 'Cloud's Rest,' the somewhat fanciful designation of a long, bare, steep, and extremely elevated granite ridge, which connects the valley with the High Sierra. This point is one of the few which have not been measured; it is perhaps 1,000 feet higher than the Half Dome, or nearly 10,000 ft. above the sea-level.

Following up the Tenaya Fork Cañon, we find the creek coming down in a series of cascades and waterfalls through an almost impassable gorge; but through which access may be had, by good climbers, to the trail from Big Oak Flat to Mono Lake. It is, however, not passable for animals.

We return now to the cañon of the main Merced River. Leaving the Yosemite Valley proper, at the angle spoken of before, where the three cañons unite, we follow up the Merced, soon crossing the Illilouette. Rising rapidly on a trail which runs

along near the river, over the *talus* of great angular masses fallen from above, we ride a little less than a mile, and nearly to the base of the first of the two great falls made by the Merced in coming down from the level of the plateau above into the Yosemite Valley. In doing this, the river descends, in 2 miles, over 2,000 ft., making, besides innumerable cascades, two grand falls, which are among the greater attractions of the Yosemite, not only on account of their height and the large body of water in the river during most of the season, but also on account of the stupendous scenery in the midst of which they are placed.

The first fall reached in ascending the cañon is the Vernal, a perpendicular sheet of water with a descent varying greatly with the season. Measurements give from 315 to 475 ft. for the vertical height of the fall, between the months of June and October. The reason of these discrepancies seems to lie in the fact that the rock near the bottom is steeply inclined, so that a precise definition of the place where the perpendicular part ceases is very difficult amid the blinding spray and foam. As the body of water increases, the force of the fall is greater, and of course it is thrown farthest forward when the mass of water is greatest. Probably it is near the truth to call the height of the fall, at the average stage of water in June or July, 400 ft. The rock behind this fall is a perfectly square-cut mass of granite extending across the cañon, and it is wonderful to see, at low water, how little the eroding effect of the river has had to do with the formation of the cañon and fall. It would seem as if causes now in action had little or nothing to do with the formation of this step in the descent of the Merced to any valley below."

"The path up the side of the cañon near the Vernal Fall winds around and along a steeply sloping mountain-side, always wet with the spray, and consequently rather slippery in places. Ladies, however, find no great difficulty in passing, with the aid of friendly arms, and protected by stout boots and india-rubber clothing brought from the hotel. The perpendicular part of the ascent is surmounted by the aid of ladders. At the summit of the fall the view down the cañon, as well as in the opposite direction, is extremely fine. A remarkable parapet of granite runs along the edge of the Vernal Fall for some distance, just breast-high, and looking as if made on purpose to afford the visitor a secure position from which to enjoy the scene.

From the Vernal Fall up stream, for the distance of about a mile, the river may be followed, and it presents a succession of cascades and rapids of great beauty. As we approach the Nevada Fall, the last great one of the Merced, we have at every step something new and impressive. On the left hand, or north side of the river, is a stupendous mass of rock, isolated and nearly perpendicular on all sides, rising perhaps 2,000 ft. above its base, and little inferior to the Half Dome in grandeur. This has borne, at different times, a great variety of names; but is best known, at present, as the 'Cap of Liberty.' It has been climbed, and has on its summit, according to Mr. Hutchings's statement, a juniper-tree of enormous diameter.

The Nevada Fall is, in every respect, one of the grandest waterfalls in the world, whether we consider its vertical height, the purity and volume of the river which forms it, or the stupendous scenery by which it is environed. The fall is not quite perpendicular, as there is near the sum-

mit a ledge of rock which receives a portion of the water and throws it off with a peculiar twist, adding considerably to the general picturesque effect. A determination of the height of the fall was not easy, on account of the blinding spray at the bottom, and the uncertainty of the exact spot where the water strikes. Indeed, this seems to vary in the Nevada as well, although not so much, as in the Vernal Fall. Our measurements made the Nevada from 591 to 639 ft., at different times and seasons. To call the Vernal 400, and the Nevada 600 ft., in round numbers, will be near enough to the truth. The descent of the river in the rapids between the two falls is nearly 300 ft.

In the cañon of the South Fork, or Illilouette, there is a fine fall estimated at 600 ft. high. It is seen from a point on the trail from the hotel to Mirror Lake, although but rarely visited by travellers, the cañon being rough and difficult to climb. A trail should be made up this gorge, to give access to the fall, and to the superb views to be had of the back of the Half Dome, the Vernal Fall, and other interesting points.

Having thus run rapidly through the list of objects in the valley best known and most likely to be visited, we will give a more systematic and general account of the Yosemite,—its botany, topography, and geology; this will enable us to bring forward some interesting considerations which could not so well be introduced in a detailed enumeration, in a geographical order, of the points of interest.

The Yosemite Valley proper—that is to say, what would be considered by the visitor as naturally included under that designation—may be described as consisting of three parts: the bottom of the valley, or the actual valley; the *talus* or *débris* slope; and the walls, or the vertical or nearly

vertical solid rock. Each of these parts will be noticed in order. First, the bottom, or valley proper. This is a nearly level area, having a gentle slope, with the river, to the southwest, of only 35 ft. between the junctions of the Tenaya Fork and the Bridal Veil Creek with the main river, $4\frac{1}{2}$ miles in a straight line. The width of the space between the *débris* slopes is very variable. In the upper half of the valley it averages somewhat less than half a mile. A little below the Three Brothers it closes to an eighth of a mile in width; and between El Capitan and Cathedral Rock the river 'cañons,' to use a Californian phrase, meaning that the valley is narrowed down, so that there is only just room for the river to pass. Below this, it opens out again, and forms two charming little patches of meadow, of about 20 acres each in extent. There are, altogether, 1,141 acres of land in the valley proper, of which 745 are meadow, and the remainder a sandy soil, a little more elevated, partly covered with a sparse growth of forest trees and partly with pertinacious ferns. The elevation of the bottom of the valley above the sea-level is, in round numbers, 4,000 ft.; the mean of our observations, in June, was 4,046 ft.; those taken by Miss Sproat, in October, gave, as calculated by Colonel R. S. Williamson, 3,935 ft. The mean of these results is 3,990 ft., and that is probably not far from the truth. Through the valley flows the Merced River, about 70 ft. in width, making many sharp and curiously angular bends, touching the *talus* first on one side and then on the other."

Of the formation or origin of the Yosemite, Prof. Whitney says:—

"We conceive that, during the process of upheaval of the Sierra, or possibly at some time after that had taken place, there was at the Yose-

mite a subsidence of a limited area, marked by lines of 'fault' or fissures crossing each other somewhat nearly at right angles. In other and more simple language, the bottom of the valley sank down to an unknown depth, owing to its support being withdrawn from underneath, during some of those convulsive movements which must have attended the upheaval of so extensive and elevated a chain, no matter how slow we may imagine the process to have been. Subsidence, over extensive areas, of portions of the earth's crust, is not at all a new idea in geology, and there is nothing in this peculiar application of it which need excite surprise. It is the great amount of vertical displacement for the small area implicated which makes this a peculiar case; but it would not be easy to give any good reason why such an exceptional result should not be brought about, amid the complicated play of forces which the elevation of a great mountain chain must set in motion.

By the adoption of the subsidence theory for the formation of the Yosemite, we are able to get over one difficulty which appears insurmountable with any other. This is, the very small amount of *débris* at the base of the cliffs; and even, at a few points, its entire absence, as previously noticed in our description of the valley. We see that fragments of rock are loosened by rain, frost, gravity, and other natural causes, along the walls; and probably not a winter elapses that some great mass of detritus does not come thundering down from above, adding, as it is easy to see from actual inspection of those slides which have occurred within the past few years, no inconsiderable amount to the *talus*. Several of these great rock-avalanches have taken place since the valley was inhabited. One which fell near Ca-

thedral Rock is said to have shaken the valley like an earthquake. This abrasion of the edges of the valley has unquestionably been going on during a vast period of time;—what has become of the detrital material? Some masses of granite now lying in the valley—one in particular near the base of the Yosemite Fall—are as large as houses. Such masses as these could never have been removed from the valley by currents of water; in fact, there is no evidence of any considerable amount of aqueous erosion, for the cañon of the Merced below the Yosemite is nearly free from detritus all the way down to the plain. The falling masses have not been carried out by a glacier, for there are below the valley no remains of the moraines which such an operation could not fail to have formed.

It appears to us that there is no way of disposing of the vast mass of detritus, which must have fallen from the walls of the Yosemite since the formation of the valley, except by assuming that it has gone down to fill the abyss, which was opened by the subsidence which our theory supposes to have taken place. What the depth of the chasm may have been we have no data for computing; but that it must have been very great is proved by the fact, that it has been able to receive the accumulations of so long a period of time. The cavity was undoubtedly occupied by water, forming a lake of unsurpassed beauty and grandeur, until quite a recent epoch. The gradual desiccation of the whole country, the disappearance of the glaciers, and the filling up of the abyss to nearly a level with the present outlet, where the valley passes into a cañon of the usual form, have converted the lake into a valley with a river meandering through it. The process of filling up still continues, and the *talus* will accumulate percep-

tibly fast, although a long time must elapse before the general appearance of the valley will be much altered by this cause, so stupendous is the

vertical height of its walls, and so slow their crumbling away, at least, as compared with the historic duration of time."

TABLE OF ALTITUDES OF YOSEMITE VALLEY.

WATERFALLS.			
<i>Indian Name.</i>	<i>Signification.</i>	<i>American Name.</i>	<i>Height above Valley.</i>
Po-ho-no	Spirit of the Evil Wind . . .	Bridal Veil	940 feet.
Lung-oo-too-koo-ya	Long and Slender Fall . . .	The Ribbon Fall	3,300 "
Yosemite	Large Grizzly Bear		2,634 "
(First Fall, 1,600 feet; Second Fall, 434 feet; Third Fall, 600 feet.)			
Pi-wy-ack	Cataract of Diamonds	Vernal	350 "
Yo-wi-ye	Meandering	Nevada	700 "
Tu-loul-we-ack		South Canon	600 "
MOUNTAINS.			
Tis-sa-ack	Goddess of the Valley	South Dome	6,000 "
		Cloud's Rest	6,450 "
To-coy-æ	Shade to Indian Baby-Basket . . .	North Dome	3,725 "
Mah-ta	Martyr Mountain	Cap of Liberty	4,600 "
See-wah-lam		Mt. Starr King	5,600 "
Er-na-ting Law-oo-too	Bear-skin Mountain	Glacier Rock	3,700 "
Tu-toch-ah nu-lah	Great Chief of the Valley	El Capitan	3,300 "
Wah-wah-le-na		Three Graces	3,750 "
Pom-pom-pa-sus	Mountains playing Leap-frog . . .	Three Brothers	4,200 "
Poo-see-nah Chuck-ka	Large Acorn Cache	Cathedral Rock	2,400 "
		Sentinel Dome	4,000 "
Loya		Sentinel Rock	3,270 "

The Yosemite Valley and the Mariposa Grove were ceded by Congress to the State of California in 1864, "upon the express condition that the premises shall be held for public use, resort, and recreation."

THE GREAT TUOLUMNE CAÑON.

The following brief notice of a newly-discovered valley or cañon, more wonderful than the famed Yosemite, has recently appeared in several newspapers. The newly discovered cañon has been explored and fully described; but the limits of this work, and the present lack of reliable details, render it necessary to omit a farther description:—

"A new and greater Yosemite than that heretofore known to the world has been discovered. It was penetrated last fall by Galen Clark, state guardian of the great valley, and John Muir, an enthusiastic and devoted

geologist, botanist and mountain explorer. It is situated in the Tuolumne River Cañon, 17 miles north of the Yosemite. The main Tuolumne River, which is a much wider stream than the Merced, runs through the great Tuolumne cañon. This cañon and its connections have an unbroken length of 40 miles. For 20 miles of this distance the cañon is shut in by vertical walls of granite, some of which are from 200 to 500 ft. higher than the very highest in the Yosemite valley. The Tuolumne cañon or Yosemite, at its widest part, is only a quarter of a mile wide, while the Merced Yosemite Valley is from half a mile to a mile and a quarter wide. The falls in the latter surpass those of the Tuolumne cañon in unbroken volumes of falling water; but in endless variety of cascades and water-shoots, the Tuolumne cañon is much the grandest. There is one water-leap

1,000 ft. high in the latter. One of its water-falls spreads out like a great fan of silvery-threaded water; but, after a descent in this shape of about 200 ft., it is whirled over, closed up, changed in colour, and shot down a narrow groove worn in the rocks like an arrow of stream. There is a greater display and variety of water-hues, tints, motions and expressions in the Tuolumne cañon than in Yosemite."—Correspondence New York Tribune.

If the tourist decides to return to Stockton by way of the Calaveras Big Tree Grove (whole distance 168 miles), his route will be by Top of the Hill to Tamarack Flat (11 miles). Here carriage is taken to Big Oak Flat, thence to Chinese Camp, Sonora, Murphy's, and the Calaveras Grove. Persons who have time to spare would do well to stop for a day or two at the old town of Sonora, where there is a good hotel. The neighbouring country for miles has been dug over by Placer miners, and is very interesting. The "Confidence," a successful quartz mine, is near Sonora. The distance from Sonora to the Grove is 29 miles.

The Calaveras Grove is situated in the county of that name, about 16 miles from Murphy's Camp, and near the Stanislaus River. It is on, or near, the road crossing the Sierra by the Silver Mountain Pass. This being the first grove of the Big Trees discovered, and the most accessible, it has come more into notice, and been much more visited than any of the others; indeed, this and the Mariposa Grove are the only ones which have become a resort for travellers. The Calaveras Grove has also the great advantage over the others, that a good hotel is kept there, and that it is accessible on wheels, all the others being at a greater or less distance from any road.

This Grove occupies a belt 3,200 ft.

long by 700 ft. broad, extending in a north-west and south-east direction, in a depression between two slopes, through which meanders a small brook which dries up in the summer. There are between 90 and 100 trees of large size in the grove, and a considerable number of small ones, chiefly on the outskirts. Several have fallen since the grove was discovered; one has been cut down; and one has had the bark stripped from it up to the height of 116 ft. above the ground. The bark thus removed was exhibited in different places, and finally found a resting place in the Sydenham Crystal Palace, where it was unfortunately burned, in the fire which consumed a part of that building a few years ago. The two trees thus destroyed were perhaps the finest in the grove; the tallest now standing is the one called the "Keystone State;" the largest and finest is known as the "Empire State." The height of this grove above the sea-level is 4,759 ft.

"The annexed table shows the elevation of all the trees which could be conveniently measured, and their circumference at 6 feet above the ground:—

TABLE OF MEASUREMENTS OF HEIGHT AND CIRCUMFERENCE OF TREES IN THE CALAVERAS GROVE.

Name of Tree.	Circumference 6 ft. above ground.		Hgt.
	Ft.		Ft.
Keystone State . . .	45	.	325
General Jackson . . .	40	.	319
Mother of the Forest (with- out bark) . . .	61	.	315
Daniel Webster . . .	47	.	307
Richard Cobden . . .	41	.	284
T. Starr King . . .	52	.	283
Pride of the Forest . . .	48	.	282
Henry Clay . . .	47	.	280
Bay State . . .	46	.	275
Jas. King of William . . .	51	.	274
Sentinel . . .	49	.	272
Dr. Kane . . .	50	.	271
Arbor vite Queen . . .	30	.	269

Name of Tree.	Circumference 6 ft. above ground.	Hgt.
	<i>Ft.</i>	<i>Ft.</i>
Abraham Lincoln	44 .	268
Maid of Honour	27 .	266
Old Vermont	40 .	265
Uncle Sam	43 .	265
Mother and Son (Mother)	51 .	261
Three Graces (highest)	30 .	262
Wm. Cullen Bryant	48 .	262
U. S. Grant	34 .	261
General Scott	43 .	258
George Washington	51 .	256
Henry Ward Beecher	34 .	252
California	33 .	250
Uncle Tom's Cabin	50 .	250
Beauty of the Forest	39 .	249
J. B. M'Pherson	31 .	246
Florence Nightingale	37 .	246
James Wadsworth	27 .	239
Elihu Burritt	31 .	231

The exact measurement of the diameter and the ascertaining of the age of one of the largest trees in this grove was made possible by cutting it down. This was done soon after the grove was discovered, and is said to have occupied five men during twenty two days. The felling was done by boring through the tree with pump-augers; it was no small affair to persuade the trunk to fall, even after it had been completely severed from its connection with the base. It was done, however, by driving in wedges on one side, until the ponderous mass was inclined sufficiently, which was not effected until after three days of labour.

The stump of this tree was squared off smoothly at 6 feet above the ground, and the bark being removed, a pavilion was built over it, forming a capacious room, the exact dimensions of the stump inside of the bark being: Across its longest diameter, south of centre, 13 ft. 9½ in.—north of centre, 10 ft. 4 in.—Total longest diameter, 24 ft. 1½ in.

The shorter diameter, or that east and west, was 23 ft., divided exactly even on each side of the centre. The

thickness of the bark, averaging 18 in. probably, would add 3 feet to the diameter of the tree, making 27 ft. in all. After this tree had been cut down, it was again cut through about 30 ft. from the first cut.

There was a small cavity in the centre of the tree which prevented an accurate fixing of its age; but making due allowance for that, and for the time required to grow to the height at which the count was made, it will be safe to say that this particular tree, which was probably about as large as any now standing in the grove was, in round numbers, 1,300 years old.

The Calaveras Grove contains, as will be seen in the table, four trees over 300 ft. high, the highest one measured in the Mariposa Grove being 272. The published statements of the heights of these trees are considerably exaggerated, as will be noticed; but our measurements can be relied on as being correct."—*Whitney*.

From the Grove the tourist may take stage to Milton, whence to Stockton, 30 miles, the railway is completed.

ROUTE 15.

SAN FRANCISCO TO THE GREAT GEYSERS.

Distance, 99 miles. Fare, \$9.50.



THE best route from San Francisco to the Geysers, is as follows:—At 8 o'clock a.m., or at 3.30 p.m., take steamer for Valejo—distance 25 miles—time about two hours. Thence by the Napa Valley Railroad to Calistoga—distance 44 miles.

—time two hours. Thence by stage, *vid* the new road, to the Geysers—distance 28 miles—time about five and a half hours.

"The better time to leave San Francisco would be at 3:30 p.m., arriving at Calistoga at about 7:30 p.m. Leave there about 7:30 a.m. the following morning, after breakfast, and arrive at the Geysers about 1 o'clock p.m. As the sun "eats up" the steam from the springs during the heat of the day, the best time to see them is after a good rest, and when the shadows of evening have filled Geyser Cañon; or, early in the morning, before sunrise. When leaving the Geysers on the return trip, it is a good plan to have a cup of coffee before starting, and, taking the old road, make Foss—and a good breakfast—at 9 a.m., Calistoga about 12 m., and San Francisco about 4 p.m."—*Hutchings*.

On our route are the Calistoga Springs, situated in a valley surrounded by high hills, much resorted to by invalids and pleasure seekers. The *Calistoga Hotel* is comfortable, charges \$3 per day.

The Great Geysers are in Sonoma County. The best description of them is found in the Report of Lieut. Davidson, of the United States Coast Survey.

"Descending from the hotel about 75 ft., we first meet the 'spring of iron, sulphur, and soda,' temperature 73° Fahr. The first spring, going up the Geyser gulch, is the 'tepid alum and iron incrustated,' temperature 97° S., and with a very heavy iridescent incrustation of iron, which forms in a single night. Twenty feet from this we pass the Medicated Geyser Bath, temperature 88° S., and containing ammonia, Epsom salts, magnesia, sulphur, iron, etc. We collected crystals of Epsom salts 2 inches in length. Higher up, the Spring of

Boiling Alum and Sulphur has a temperature of 156°; so, also, 'Black Sulphur,' quite near it. The Epsom Salts Spring has a temperature of 146°, and within 6 feet of it is a spring of iron, sulphur and salts, at the boiling-point. Soon we come upon the Boiling Black Sulphur Spring, roaring and tearing continually. As we wander over rock, heated ground, and thick deposits of sulphur, salts, ammonia, tartaric acid, magnesia, etc., we try our thermometer in the geyser-stream, a combination of every kind of medicated water, and find it rises up to 102°.

"The 'Witches' Caldron' is over 7 feet in diameter, of unknown depth. The contents are thrown up about 2 or 3 feet high in a state of great ebullition. It is semi-liquid, blacker than ink, and contrasts with the volumes of vapour arising from it; temperature 195° S. Opposite is a boiling alum-spring, very strongly impregnated; temperature 176°. Within 12 ft. is an intermittent scalding spring, from which issue streams and jets of boiling water. We have seen them ejected over 15 ft.

"But the glory of all is the 'Steam-boat Geyser,' resounding like a high-pressure seven-boiler boat blowing off steam, so heated as to be invisible until it is 6 feet from the mouth. Just above this the gulch divides; up the left or western one are many hot springs, but the 'Scalding Steam Iron Bath' is the most important; temperature 183°. About 150 ft. above all apparent action we find a smooth, tenacious, plastic, beautiful clay, temperature 167°. From this point you stand and overlook the ceaseless action, the roar, steam, groans and bubbling, of a hundred boiling, medicated springs, while the steam ascends 100 ft. above them all. Following the usually-travelled path, we pass over the 'Mountain of Fire,'

with its hundred orifices, thence through the 'Alkali Lake;' then we pass caldrons of black, sulphurous, boiling water, some moving and spluttering with violent ebullition. One white sulphur spring we found quite clear and up to the boiling-point. At thousands of orifices you find hot, scalding steam escaping and forming beautiful deposits of arrowy sulphur crystals.

"Our next visit carried us up the Pluton, on the north bank, past the 'Ovens,' hot with escaping steam, to the 'Eye-Water Boiling Spring,' celebrated for its remedial effects upon all manner of inflamed and weak eyes. Quite close to it is a very concentrated alum-spring; temperature 73° 5'. Higher up is a sweetish 'Iron and Soda Spring,' 15 ft. by 8 ft; and 12 ft. above is the 'Cold Soda and Iron Spring,' incrustated with iron, with a deposit of soda, strong tonic, and inviting; temperature 56°. It is 12 ft. by 5 ft., and affords a large supply. The Pluton in the shade was 61°, with many fine pools for bathing, and above for trout fishing.

"The 'Indian Springs' are nearly a mile down the cañon. The boiling water comes out clear as ice. This is the old medicated spring, where many a poor aborigine has been carried over the mountains, to have the disease driven out of him by these powerful waters."

Bayard Taylor, says of them, "The scenery is finer than that of the Lower Alps;" and of the Witches' Caldron, "A horrible mouth yawns in the black rock belching forth tremendous volumes of sulphurous vapour. Approaching as near as we dare, and looking in, we see the black waters boiling in mad pitiless fury foaming around the sides of the prison."

ROUTE 16.

CHICAGO TO ST. LOUIS.

Distance 280 miles. Time by express train, 11 hours. Fare, \$11.



THE express train leaves Chicago in the evening at 9.30, and reaches St. Louis at 8 on the following morning. The day train, which leaves at 9 in the morning, is two hours longer in making the journey.

The first part of the journey is through a level country thickly settled and of great fertility. There are few sections of country in the whole West which are superior in an agricultural point of view to the region between Lake Michigan and the Mississippi River along our route.

The first station of importance is Lockport (33 miles), a thriving town on the Des Plaines River, in the neighbourhood of valuable stone quarries. Joliet (37 miles) is a handsomely built town with extensive stone quarries. The State Prison here is one of the finest in the United States. Passing Dwight (74 miles), where the western division of this railway branches off, Pontiac (92 miles), the mart of a rich agricultural region, and Normal, the seat of the State Normal School and a Home for the Orphans of Soldiers, we reach (126 miles) BLOOMINGTON, a prosperous city of 15,000 inhabitants. It has a fine market-house, opera-house, and excellent schools. It has numerous mills and factories, and has a large trade in cattle.

Passing Atlanta (146 miles), and Lincoln (157 miles), named in honour of the late President Lincoln, we reach (185 miles) SPRINGFIELD, the

capital of the State of Illinois (*Hotel: Leland House*); population, 18,000. It is a handsome city, with broad streets and many fine buildings. The Capitol is one of the finest public buildings in the West. The High School is a fine building.

The city is supplied with water from the Sangamon River. In Ridge Cemetery, a beautiful burying-ground of 70 acres, is the monument erected to the memory of Abraham Lincoln, who was a resident of the city. Leaving Springfield, we pass Auburn (200 miles), Carlinville, the seat of a Theological Seminary, and several places of little interest, and reach (257 miles) ALTON, an important town on the Illinois River. It is the centre of a rich farming country. Three miles below Alton is the junction of the Mississippi and Missouri Rivers. Leaving Alton we pass several minor stations and reach East St. Louis, opposite St. Louis. Until the great bridge over the Mississippi is completed, passengers are carried across in a ferry-boat.

ST. LOUIS (*Hotels: see "HOTEL APPENDIX"*); population in 1870, 310,864. This prosperous city is situated on the Mississippi River, 18 miles below the mouth of the Missouri. It extends along the margin of the river from which the ground rises by a gentle ascent to a second plateau 40 ft. above the first. In the lower part of the city, which is the chief seat of trade, the streets are narrow, but the modern sections on the high ground are laid out in broad and handsome streets and avenues, and are lined with handsome public and private edifices. Among the more notable public buildings are the Court House and the Market. The churches are very numerous, and many of them are costly structures. It has a great number of well-conducted and liberally endowed

charitable and benevolent institutions. The largest manufactories are of iron, in which a very large capital is invested. One of the most important industries is the packing of beef and pork.

The Theatres are De Bars Opera House, the Olympic, and the Varieties.

There are several parks and squares. Lafayette Park, in the southern part of the city, contains 28 acres. Hyde Park is also a handsome open space with fine trees. St. Louis Park, recently projected, is about 5 miles south-west of the Court House, and will contain 3,000 acres.

The city is supplied with water taken from the Mississippi River. The engines used for pumping are of enormous power, having each a pumping capacity of 17,000,000 gallons in 24 hours.

ROUTE 17.

CHICAGO TO DENVER (COLORADO) AND SAN FRANCISCO.

Distance to Kansas City, 488 miles; to Denver, 1,126 miles; to Cheyenne, 1,232 miles; to San Francisco, 2,623 miles.

Fare from Chicago to Denver, \$52.20; to San Francisco, \$116.00.



THE best route is that *via* Chicago, Burlington, and Quincy Railway to Quincy; thence over the Hannibal and St. Joseph Railway to Kansas City; thence by the Kansas Pacific Railway to Denver; thence by the Denver Pacific to Cheyenne on the Union Pacific Railway; and thence by Union Pacific and Central Pacific Railways to San Francisco.

The route as far as Galesburgh is described in Route 12. Leaving Gales-

burgh we pass Macomb (204 miles), a beautiful village in a fine farming region, and reach (263 miles) QUINCY, on the Mississippi River. It is a beautiful town built on a bluff more than 100 ft. above the river. We now cross the river on a magnificent iron bridge, one of the finest structures of the kind in the world. It is constructed of iron, and cost \$2,000,000. We now enter the State of Missouri, and stop at Palmyra (278 miles, 6 miles west of the river), where we come upon the line of the Hannibal and St. Joseph Railway. At Monrae (293 miles) an engagement took place on the 11th day of July, 1861, between Confederate troops, commanded by General Price and a detachment of Federal troops. The former burned the railway station. The Federal troops were forced to take shelter in a college on the northeast side of the town. We now pass the unimportant stations Shelbyna (310 miles), Macon (333 miles), Brookfield, La Clede, Chillicothe (333 miles), and Hamilton, and reach (434 miles) Cameron, whence a branch conducts us to KANSAS CITY (488 miles); population, 40,000. (*Hotel: St. James's, excellent.*) The second city of Missouri, and the most important point on the Kansas Pacific Railway. Its growth since the war of the rebellion has been very rapid. During the war it suffered an almost entire loss of trade, and the population became greatly reduced. In 1860 the population was 4,418. By the census of 1870 it was 32,296, and is now estimated at 40,000. It is surrounded by a most fertile and rapidly improving country, and its trade is increasing with remarkable rapidity. It has become a great centre for the cattle trade, and a large capital is employed in packing beef and pork. It is also an important railway centre. It has a fine

Opera House, capable of seating 2,000 persons. The school system is excellent, and the school buildings very fine. The first bridge across the Mississippi was built here at a cost of \$1,000,000.

The first stop after leaving Kansas City is State Line, only a quarter of a mile from the Union Dépôt at the former place. Here connection is made with the Missouri Pacific, of which railway Atchison and St. Louis are the termini. Here are located the freight houses of the Kansas Pacific Railway, and the Union Stock Yards, which have a capacity of over 20,000 head of cattle. These yards are nearly as complete in their appointments as the Union Stock Yards of Chicago. This place has now become a general cattle market. The town is situated on rising ground, considerably above the Kansas and Missouri rivers, and near their junction; but being considerably below Kansas City, which is built on a bluff, it is known as "The Bottom." It is called "State Line" because it is at the dividing line between Kansas and Missouri.

(Two miles above Kansas City is the beautifully situated town of Wyandotte, at the junction of the Missouri and Kansas Rivers. It has 4,500 inhabitants.)

Passing several small stations we reach (36 miles from Kansas City, 524 miles from Chicago) Lawrence and Leavenworth Junction, where a line goes off to LEAVENWORTH, a handsome city of 20,000 inhabitants, 2 miles from which is *Fort Leavenworth*, an old and important military post.

LAWRENCE (529 miles; population 12,000). This is one of the most beautiful towns in the whole West. It is on the right bank of the Kansas River in a beautiful situation. It is handsomely laid out, and the public

and private buildings are very handsome. The State University is situated on a height called Mount Oread, overlooking the city. The town was sacked and partially burned on August 21st, 1863, by a band of "guerillas" under the Confederate Quantrell. They murdered 150 unarmed citizens. We now pass Perryville and reach *Medina* (538 miles), in the centre of a district celebrated for its fertility and fine farms. The next place of importance is *TOPEKA* (554 miles), population, 9,000. The capital of Kansas is a well laid out and prosperous city. Among the notable edifices are the Capitol buildings, built at a cost of \$400,000, and Lincoln College. St. Mary's (578 miles) is in the Potawatamie Indian Reservation, which is about 30 miles square, and of exceptional fertility. There was a Jesuit Mission here for many years, now converted into a seminary. Railway and Indian lands may be purchased here at from \$5 to \$20 per acre. Passing Belvue, a new and prosperous town, Wamago, an *eating station*, and St. George, we reach (606 miles) Manhattan, at the junction of the Kansas and Big Blue Rivers. The State Agricultural College is here. Passing Ogden, a new and thriving town, we reach *FORT RILEY* (623 miles) a military post at the junction of the Republican and Smoky Hill Forks of the Kansas River. The post has quarters for 1,200 men. It is situated in a reservation of 20,000 acres.

Three miles farther on is Junction City, at the junction of the Smoky Hill and Republican Rivers, with a population of nearly 4,000. The land in the neighbourhood is very productive. Beautiful building stone is quarried near the town. The Missouri, Kansas, and Texas Railway has its northern terminus here. The town is destined to become a place of con-

siderable importance. Twenty miles north is a Welsh colony called the Powys Colony, and 16 miles to the north-east is an English colony, called the Wakefield Colony, both in a flourishing condition. Passing Detroit (644 miles), Abilene (650 miles), formerly a great cattle depôt, and a rapidly growing town, Solomon (659 miles), a rapidly growing town on the Solomon River, we reach Salina on the Smoky Hill Fork of the Kansas River. It is situated in a fine country abounding in salt springs, from which a considerable quantity of salt is made. It is a regular *eating station*. Eight miles farther on is Bavaria, near which is a flourishing Swedish settlement. We now pass Brookville and Fort Harker, a military post located in 1866, and reach Ellsworth (710 miles) a large cattle depôt, the largest west of the Missouri River. Passing several unimportant stations we reach Hays, near which is the important military post of Fort Hays. It was from this point that General Sheridan directed the movements of the troops in the Indian war of 1868. We are now within the great *BUFFALO RANGE*. We pass Ellis, Coyote, and Buffalo, now the centre of the Buffalo range, and where they are found in great numbers. The following, interesting to sportsmen, is taken from Weston's excellent Guide to the Kansas Pacific Railway:—

"Not only buffalo, but herds of antelope and elk, are to be seen by passengers on the Kansas Pacific trains. It is by no means an unusual thing for buffalo to be killed from the cars; and if near enough to the track, they sometimes stop the train, take off the hind-quarters and hump, and perhaps the head of the quarry, and then proceed, having afforded a never-to-be-forgotten pleasure to travellers from the East, who have thus got

their first look at the North American Bison. *This occurs frequently during the summer and early fall*; in the winter they travel southward, leaving behind the aged and infirm, which form in little herds of twenty to thirty, and may be seen along the line the winter through. *The buffalo range now extends westward from about Ellis station.* Though existing apparently in countless myriads, their numbers are fast diminishing, and it is to be feared that the day is not far distant when the buffalo will exist only in stories of the past. Much, however, might be done to prevent this. Laws have been passed by the Legislature of Kansas protecting insectivorous birds, and such insignificant game as quail, prairie chickens, &c.;—why not preserve the ‘noblest game of all’? Hundreds are annually slain for sport (?), their tongues cut out, and the immense carcasses left to rot in the sun; thousands are killed merely for their hides, and thousands more wounded and disabled by thoughtless excursionists who fire into them from the trains. ‘Still hunting’ buffalo is, after the first two or three days, but tame sport, with but just enough spice of danger in it to make it interesting; they are easily approached by creeping on them ‘up-wind,’ and will always run unless too closely approached when wounded. But with a good horse and a long navy revolver, to single out a bull, and then dash across the velvet sward and into the middle of the herd, and bring down a quarry, has the ring of true sport about it, and requires a clear eye and steady nerve.

“It is a very beautiful sight to see these animals about the time they are migrating southward, surrounding you and extending as far as the distant horizon, in dark masses, quietly journeying along to their winter quarters on the Arkansas River.

They have been known to travel in such dense herds, that they rubbed against the telegraph poles on the line till they shook an insulator off, causing the wire to sag, and carried off about half a mile of it on their horns; and frequently, during the migratory season, the trains have to stop two or three times in a trip, to let them cross the line in front of the engine. A needle-gun or a Westley Richards rifle are the best for buffalo-shooting, on account of carrying a heavy ball. The buffalo is very tenacious of life, and as many as twenty-five bullets have been known to hit one before bringing him down; in fact, a shot in the heart or kidneys seems to be the only one that proves directly fatal. Parties may get off at almost any station beyond Ellis (314 miles, or 14 hours’ run from Kansas City), and get good shooting at these noble beasts. *In the northern part of Russell, Ellis and Trego counties are found elk, black-tailed deer, antelope and wild turkeys in abundance.*

“To the sportsman whose chief delight is in his breech-loader and his pointers or setters, the very finest sport may be had by getting off at any of the stations along the line from Kansas City to Salina. The whole of that country swarms with quail and prairie chickens. The abundance of quail may be estimated by the fact that they are sold in the markets at \$1 to \$1½ per dozen, and prairie chickens at \$2½ per dozen. In the season, a good shot can bag his 15 to 20 brace of quail per diem with ease. An 11 or 12-bore central fire breech-loader is about the most useful gun for this work, and cartridge shells may be had at Kansas City and Lawrence at \$1.50 per hundred for Ely’s third quality. All kinds of ammunition may be had at such prices that it would not pay sportsmen coming from a distance to bring it with them,

excepting only the shells, which may be had better and cheaper in the east. A good pointer is, on the whole, the best dog for quail and prairie chicken work, as the abundance of burrs which cling to the long hair of the setter render it extremely annoying and painful—so much so as frequently to drive them from the field. The best dress to wear is a pair of lace-up, thick-soled boots or shoes, leather leggings, cord knee-breeches, and a canvass or flax shooting-coat, with large pockets. The season for quail-shooting is between the first of October and first of March; prairie chicken between the first of August and first of March. The Kansas River, which runs parallel with the line of railway for upwards of 300 miles, with its tributary streams, marshes and lakes, abounds with all kind of *water-fowl*, viz.—swans, pelicans, Canada and Brant geese, cranes, bitterns, mallard, gadwall, red-head and blue-bill ducks, spoon-bill, teal, widgeon, pintail, English or Wilson's snipe, and a numerous variety of the genus sand-piper or plover, of which latter are found on the up-lands, countless flocks of the golden plover, the prairie or up-land plover and curlew—these last chiefly in the spring. The geese sit on the sand-bars of the river during the day, and at night repair to the adjacent corn-fields to feed. For duck-shooting, the principal requirements are a heavy 10-bore gun and a good retriever. India-rubber thigh boots are to be had at any of the principal towns on the line as cheaply as in the east. In the Rocky Mountains, not many miles from Denver (the terminus of the line), the sportsman may have good shooting at big game, such as the grizzly and cinnamon bear, the ibex, or Rocky Mountain sheep, black-tailed deer, wolves and wild cats, while the streams abound in trout."

At Grinnell, 12 miles beyond Buffalo, are turf houses, built for drying buffalo meat. Passing several small stations, we reach Sheridan, once a town of considerable size, deserted after it ceased to be the terminus of the railway. Wallace (908 miles) is a *regular eating station*. Fort Wallace is 2 miles south-east of the station. We now pass several small stations, and reach Kit Carson (974 miles), a small place named after the famous scout and frontiersman.

It has two hotels, and a daily line of coaches running to Santa Fé, New Mexico, and connecting there with stages for points in Texas, Old Mexico, Arizona, and California. "A peculiarity of Kit Carson is, that while it is situated in what was but recently a remote part of the great Plains, and surrounded by countless thousands of buffalo, antelope, and other game, its railway facilities enable it to afford most of the comforts of a large metropolitan centre. (?) Fresh from California, vegetables are in the market here as early as the first of March; and all through the summer, California fruit is to be had here in abundance. Owing to the superior hotel accommodations and the abundance of game, this is a favourite stopping place for hunting parties; and it was here that in January, 1872, the Grand Duke Alexis of Russia had his big buffalo hunt, killing over forty of these noble animals. The surrounding country is being extensively prospected by stockmen, and several ranches have already been established. Before many years, thousands of domestic cattle will graze where now the wild herds roam in such profusion." *Weston*.

We now pass several small stations, among them Wild Horse (so named because of the numbers of wild horses roaming in the vicinity), Mirage, Lake, River Bend, Kiowa (upon

which the Indians made a raid in 1868, killing several persons), and Schuyler, and 10 miles from the latter place, reach DENVER (*Hotels*: see "HOTEL APPENDIX"); population, 20,000. This rapidly-growing city is situated on the Platte River, a few miles from the base of the Rocky Mountains, and is one of the most beautiful towns in the west. It is the commercial centre of Colorado. It is well built, and its substantial public and private edifices are objects of wonder to those who reflect that the town was first settled in 1858. The principal buildings are the Colorado Seminary and United States Mint. The view from the city is extremely grand, comprising the snow-capped range of mountains for 200 miles, including Long's and Pike's Peaks. "The streets are broad and well paved, and are being rapidly lined with trees, some 300,000 of which were planted last year; and between the mountains and the city, on the western side, has been constructed the Boulevards, a splendid drive, some miles in length, also lined with trees, and along which, on fine days, handsome equipages and fast trotters may be seen bowling along in a style that would excite the envy and admiration of our eastern and more ancient cities. At each end of the Boulevards, parks are being constructed, and here villa sites will be offered for sale. Adjoining the city on the north-east, the Ford Park Association have a race-track 1 mile in length, having a grand-stand capable of seating 2,000 people, and the whole encircled by a wall 8 ft. in height. A short distance north of this, permanent and handsome buildings have been erected, in which are held the Colorado Agricultural Fairs; and here in September, 1871, the Colorado Agricultural and Industrial Association held their sixth

annual exhibition, which, owing to the fact that 1871 was a most successful year in agriculture and horticulture, the prosperous condition of the mines, and the increased facilities for travel, was the most successful exhibition of the kind ever held in the west." *Weston*.

Speaking of the remarkable clearness of the atmosphere of this region, a sprightly writer, says: "The clearness of the atmosphere is wonderful, and may be estimated when I tell you that from the roof of a house in Denver City I looked upon 250 miles of mountains; and many men, on first arriving here, have started to walk to the mountains and back before breakfast, thinking them to be 2 miles off, when in reality they were 12."

The principal watering places in Colorado are Manitou and Idaho Springs. Manitou is 5 miles from Colorado Springs station, on the Denver and Rio Grande Railway, and 72 miles south of Denver. The narrow-gauge cars take the traveller along at the rate of 15 miles an hour, through Littleton, up over the Divide with its pineries, passing the lake at the summit surrounded with myriads of beautiful flowers, down the southern slope along the Monument, reaching Colorado Springs at noon. Taking time to see the notable improvements of the past few months in this stirring little city of 3,000 people, with its many handsome buildings, a carriage is taken to the Springs. Here the Manitou House, and the new Cliff House, and, two miles further on, the Tonic Springs Hotel—all having spacious walks, croquet grounds, drive ways, billiard halls, barbers' shops, and mineral baths—offer abundant comforts for guests. Saddle-horses and carriages can be obtained to visit all the points of interest; also guides and pack animals to the summit of Pike's Peak, where the new

Government signal office is located, and whence weather reports are telegraphed over the country three times a day. Days and weeks can be profitably spent at Manitou and vicinity.

Idaho Springs lies in the valley of South Clear creek, 35 miles west of Denver. The tourist takes the Colorado Central, broad gauge, to Arapahoe Junction, below Golden, where he changes to the narrow gauge train, which whirls him through Clear Creek Canon to Floyd Hill, thence $5\frac{1}{2}$ miles by coach. The Beebe and Alvord houses furnish good hotel accommodations. The chief attractions of the place are the hot and soda springs, and the swimming baths. There is gorgeous scenery on every hand. Trips to Fall river, Chicago Lakes, and the mines can be made. The place has good liverys, boarding houses, daily mails, telegraph, and other accommodations.

Canon City, near which are some of the most notable springs, is surrounded by various attractions. At Georgetown, where the silver mines are to be seen, and from whence the brisk camps at Silver Plume, Empire, Bakerville, Argentine, the mills and furnaces of Stewart, Spanish Bar, Masonville, and the scenic attractions of Gray's Peak, Twin Lakes, Griffith Mountain, Chicago Lakes, and Middle Park, are to be reached, those spacious hotels, the Barton and American, have been renewed, and additions to liverys, boarding houses, and other improvements made. At Boulder, the Boulder and Colorado Hotels have been repaired, daily stage lines to Gold Hill, Nederland and Caribou put on, liverys increased, and every advantage offered for trips up Boulder Canon and the falls, to Peabody Springs, Belmont Iron Works, Erie Coal Mines and Gold Hill; the place also has now the advantage of two railroads to Denver. At Longmont, a tri-weekly stage line has been

arranged, from the St. Vrain Hotel to Estes Park, 40 miles, where the Evans Hotel, excellent fishing and hunting, saddle ponies and guides, and the climbing of Long's Peak, are the chief attractions. At Central City, the Teller House, and numerous smaller hotels and boarding-houses, and the fine liverys, are prepared to furnish every facility for visiting the gold mines, the great Sierra Madre tunnel, the stamp mills and reduction works, Black Hawk, Nevadaville, James' Peak, and Rollinsville.

Four miles north-west of Colorado Springs is the valley called "*The Garden of the Gods*." The road enters it through the "Beautiful Gate," a narrow passage-way between two narrow cliffs, which is still further narrowed by a rock-pillar, 30 feet high, standing nearly in the centre. The Garden contains 500 acres, hemmed in by mountains on the west and north, bordered by ravines on the south, and by sandstone-cliffs on the east, which shut it in from the plains. Its features are a number of isolated rocks, in perpendicular positions, some of them rising to a height of 350 feet. The rocks are mainly of a soft, red sandstone, although several are of white. The foot-hills in the vicinity are many of them capped by similar upheavals, while all about the main cliff in the valley are numerous separate, spire-like columns. At the entrance to GLEN EYRIE (1 mile from the Garden, and 5 miles from Colorado Springs) are similar formations, one of which stands like an immense tower, several hundred feet high, and not more than 7 or 8 feet in thickness. *Glen Eyrie* is a mountain-gorge, closed in on either hand by cliffs. Within it is the villa of General Palmer, President of the Denver and Rio Grande R. R. Up the *Queen's Canon* is the Devil's Punch Bowl, and a succession of rapids and cascades.

Cheyenne Canon, 5 miles from Colo-

rado Springs, is a mountain-gorge, in which are some picturesque cascades. A trail leads from the mouth of the canon (3 miles) to the first fall, which is 30 feet high. From the ledge above the fall there is a view of a succession of falls, 6 in all, rising one above another at almost regular intervals, the remotest and highest being several miles away.

MONUMENT PARK, the most visited spot in Colorado, is 8 miles from Colorado Springs, and still nearer to *Monument*, a station on the railway near the Springs. "The Park is filled with fantastic groups of eroded sandstone, perhaps the most unique in the Western country, where there are so many evidences of Nature's curious whims. If one should imagine a great number of gigantic sugar-loaves, quite irregular in shape, but all showing the tapering form, varying in height from 6 feet to nearly 50, with each loaf capped by a dark, flat stone, not unlike in shape to a college-student's hat, he would have a very clear idea of the columns in Monument Park. They are for the most part ranged along the low hills on each side of the park, which is probably a mile wide, but here and there one stands out in the open plain. On one or two little knolls, apart from the hills, numbers of these columns are grouped, producing the exact effect of cemeteries with their white-marble columns."

The most striking and remarkable features of Colorado are its great *natural* PARKS, known respectively as the NORTH, MIDDLE, SOUTH, and SAN LUIS, PARKS. The North Park is in the northernmost part of the state, and, owing to its remote situation, is less visited than the others. It possesses great attractions for sportsmen, the streams containing fish and the hills abounding in deer, antelope, and wolves. The park has an area of 2,000 square miles, and is about 9,000

feet above the level of the sea. Georgetown is the best point from which to visit it, and here every necessary for the outfit may be obtained. South of the above is the Middle Park. It is surrounded by mountains from 13,000 to 14,500 feet high, among them being *Long's Peak*, *Gray's Peak*, and *Mount Lincoln*. It has an area of 3,000 square miles, extending 65 miles north and south and 45 miles east and west, and is 9,000 feet above the sea. It is drained by Blue River and the head-waters of Grand River, flowing westward to the Colorado. The portions of the park not covered by forest expand into broad, open meadows, the grasses of which are interspersed with wild flowers of every hue. There is game in abundance, including deer, mountain-sheep, elk, bears, and antelopes, and the waters teem with fish. The climate, notwithstanding the great elevation, is mild and equable, with cool nights in summer and warm days in winter.

The usual objective point of tourists who go to the Middle Park is HOR SULPHUR SPRINGS, which may be reached from Georgetown by the Berthoud Pass (45 miles); from Central City by the James's Peak trail (6 miles). The first-mentioned route is the easiest and is only a horseback journey; but the James's Peak route is practicable for carriages. The Springs are situated on a tributary of Grand River, about 12 miles from the southern boundary of the park. The author of "*Switzerland of America*," says: "On the hill-side, 50 feet above the Grand River, and a dozen rods away, these hot, sulphurous waters bubble up at three or four different places within a few feet, and, coming together into one stream, flow over an abrupt bank, say a dozen feet high, into a little circular pool or basin below. Thence the waters scatter off into the river. But the pool and the fall unite to make a

charming natural bathing-place. You are provided with a hot sitz bath and douche together. The stream that pours over the precipice into the pool is about as large as would flow out of a full water-pail turned over, making a stream 3 to 5 inches in diameter. The water is so hot that you cannot at first bear your hand in it, being 110° Fahrenheit in temperature, and the blow of the falling water, and its almost scalding stream, send the bather shrieking out, on his first touch of them; but with light experiments—first an arm, then a leg, and next a shoulder—he gradually gets accustomed to both heat and fall, and can stand directly under without flinching; and then he has such a bath as he can find nowhere else in the world. The invigorating effects are wonderful. There is no lassitude or chill from it, as is usually experienced from an ordinary hot bath elsewhere. Though the water is 110° warm, and the air 30° to 40° cold, the shock of the fall is such a tonic, and the atmosphere so dry, that no reaction, or unfavourable effects are felt, even by feeble persons, in coming from one into the other. The first thing in the morning, the last at night, did we renew our trial of this hot bath during our brief stay in the neighbourhood, and the old grew young, and the young jocular and rampant, from the experience."

One of the pleasantest excursions in Middle Park is (27 miles) to *Grand Lake*, the source of the main fork of Grand River. The lake is close to the base of the mountains, the cliffs hang over it on three sides, and its waters are thronged with fish.

The **SOUTH PARK** is the most beautiful of the parks. It lies next below Middle Park, from which it is separated by a branch of the Park range. It is 60 miles long and 30 wide, with an area of about 2,200

square miles, and, like the Middle Park, is surrounded on all sides by mountains. The average elevation is about 9,000 feet above sea level, and nearly all the land is well adapted to agriculture. The streams which are supplied by snows from the surrounding mountains, are tributaries of the South Platte, and flow eastwardly. The climate is milder than that of either North or Middle Park, and its greater accessibility gives it peculiar advantages for tourists and invalids. *Fairplay* is the chief town, and the best centre for excursions. It is reached by waggon, or on horseback, from Denver *via* Turkey Creek Canon (95 miles); from Colorado Springs *via* Ute Pass (75 miles); and from Canon City, at the end of the Denver and Rio Grande R. R. (75 miles). The scenery afforded by any or all of these routes is of much grandeur and beauty. *Mount Lincoln*, which is the highest of the Colorado peaks, may be ascended from this place. It affords a view that Professor Whitney declares to be "unequalled by any in Switzerland for its reach or the magnificence of the included heights." The ascent may be made nearly all the way by waggon, and presents no difficulty. Besides Fairplay, there are other pleasant and easily-accessible towns in South Park.

SAN LUIS PARK embraces an area of 18,000 square miles. It lies south of South Park, from which it is separated by the main range, which forms its northern and eastern boundary, while its western boundary is formed by the Sierra San Juan. It is watered by 35 streams. Nineteen of these flow into *San Luis Lake*, a beautiful sheet of water near the centre of the park, and the others discharge their waters into the Rio del Norte, in its course to the Gulf of Mexico. It has dense forests of pine, spruce, fir, aspen, hemlock, oak, cedar, and pinon,

which alternate with natural meadows, producing nutritious grasses, upon which cattle subsist throughout the year, without any other food, and requiring no shelter. The highest elevation in the park is 7,000 feet above the sea, and this, together with its southern and sheltered location, gives it a genial and equable climate. Thermal springs abound here, as in other parts of Colorado.

Leaving Denver by the Denver Pacific Railway, we cross the Platte Valley and reach Evans (48 miles from Denver, 1,174 from Chicago), a thriving town, the mart of a large agricultural region and destined to become an important town. Only 4 miles further on is GREELEY, a rapidly-growing town, laid out in 1870 by a colony largely composed of the friends and admirers of the late Horace Greeley. The population is about 2,000. It has four churches and excellent schools. Cultivation in the neighbourhood requiring irrigation, two canals, one 10 and the other 27 miles long, have been made. The colony controls about 100,000 acres of land. One of the laws of the colony is that no intoxicating liquors shall be sold on its territory. The town furnishes a remarkable instance of rapid and healthy growth. Leaving Greeley we pass over a part of the great American Desert, our stopping places being Pierce, Carr and Summit Siding. Between Greeley and Pierce are prairie dog villages. Summit Siding, 44 miles from Greeley, is on the boundary of Colorado and Wyoming. Ten miles after leaving this station we reach CHEYENNE, for description of which and the remainder of the route to San Francisco, see Route 13.

GENERAL NOTICE OF KANSAS.

The GENERAL SURFACE of Kansas is a gently undulating prairie, having no marked features like those of other prairie States, except, perhaps, a more rolling surface. The division of land is of two classes. First, the timber and rich alluvial bottom lands, bordering rivers and creeks, the estimated area of which is 10,000,000 acres, being fully five times the amount of all improved lands in the State at the present time. To the second belongs the upland or rolling prairie, the soil of which averages from 2 to 3 ft. in depth, with a subsoil of fertilizing qualities which will, by careful cultivation, prove inexhaustible. This class of land is considered preferable for the raising of grains and fruits, while the bottom land is selected for corn, hemp, vegetables, and grasses. But such is the uniform character of the general surface of Kansas, that nearly every quarter section within its limits is capable of cultivation.

Timber is confined mainly to the borders of rivers and creeks, and is not superabundant; yet its scarcity is compensated for in a great measure by the very general distribution of rock throughout the State, which is easy of access, and furnishes the best of building and fencing material.

STREAMS. — No mountain ranges, swamps, sloughs, or lakes exist in the State, except in some instances where rivers have changed their beds, leaving small lakes. Water-courses are well distributed over the State. Their usual course is south of east. Among the most important streams may be mentioned the Arkansas and Neosho on the south, the Kansas River and its tributaries in the

northern part, and the Missouri River forming the eastern boundary. Water-powers are not abundant, but several are being improved on the Neosho and other smaller streams.

Such *streams* as rise in the mountains west have quicksand bottoms; but local streams, that rise within the boundaries of the State, have clear water and gravel beds, but are not enduring as the mountain streams. Unfailing springs of pure, cold water, are found in nearly every locality, and good wells of water can be obtained by digging to the depth of from 20 to 40 feet.

CLIMATE.—The climate of Kansas is one of the most desirable in the United States,—it is better than that, even of the same latitude, east of the Mississippi.

The winters are short, dry, and pleasant, with but little rain or snow.

The grass is green in the forests and on the prairies until midwinter. And very often herds of horses, mules, and cattle roam at large during the entire winter, without any additional feed or care.

During the summer there is always a cool, refreshing breeze, which makes even the hottest days and nights pleasant.

The CLIMATE of late years has undergone remarkable changes; every year the rain increases, the aggregate fall from the 1st of January to the 1st of September, 1873, being 6 inches more than that for thirty-four years past. These changes are owing to the culture of the soil and planting of forest trees and orchards. For this reason, also, the forests of the State are increasing, resulting in greater productiveness of the soil, and more equal distribution of moisture. Six years ago all the land west of the 21° of longitude was regarded as subject to drought, and unfit for cultivation. Settlers were

then unable to cultivate enough for home consumption; now, the same country produces 40 to 50 bushels of grain per acre. This is a part of the once so-called "Great American Desert," which is being settled by an industrious population, who, by planting shrubbery, hedges, forest trees and orchards, are making it one of the most productive regions of the great west.

Kansas is pre-eminently agricultural, and in this respect ranks high. In its agricultural character it may be divided into two portions, each having its own peculiar advantages, that in the east being specially adapted to farming, the other to grazing purposes.

In Eastern Kansas we note the rank vegetation pertaining to rich alluvial districts; the bottom lands are covered with heavy growth of forest trees, comprising the elm, black walnut, hackberry, ash and cottonwood; the uplands supporting rich prairie grasses and a variety of plants, exhibiting a strangemingling of north-western and some southern farms, corresponding to the mild climate which characterizes this section.

Proceeding westward a gradually increasing atmospheric aridity is evidenced by a corresponding disappearance of forest growth, which is confined to the moist margins of streams or water-courses dry during the summer season, and is represented only by the cottonwood, box, elder, and willow.

On the uplands of the west, buffalo grass and gama take the place of the rank prairie sod, and are characterized by a short curly growth, with dense fibrous roots, often growing in clumps and penetrating deeply into the dry, though nutritious, soil.

In the extreme west we find depressed basins and valleys exhibiting a white saline efflorescence, due to

the intense evaporation which in the dry season concentrates the saline ingredients derived from the marled soil of the uplands on the saturated bottoms overflowed in the season of rains. In this portion of the State we therefore meet with a class of saline plants, many of them identical with such as are found along the sea-shore or in connection with salt marshes. Here, too, the uplands acquire more distinctly an arid feature, to which, however, the term of desert cannot be properly applied, as, although in a great measure unfit for ordinary agriculture, they still support a close growth of peculiar grasses, which in the rainy season of summer assume a dull verdure, and in the succeeding dry season become converted into a nutritious hay.

The eastern portion of the State is better adapted to agricultural purposes, the western to grazing.

There are no mountain chains within the State, but its surface is diversified by a succession of gently undulating hills, stretching off into ridges and intervening valleys.

In the agricultural division of Kansas the land is well suited to each of the principal crops, needing but enterprise and the application of the art and science of farming to obtain bountiful harvests.

The average yield of staple crops exceeds nearly every other State, as is shown by the following statistics:

Average yield of wheat per acre is 19 bushels; spring rye, 26, and winter rye, 13 bushels; barley, 31 bushels; oats, 42 bushels; corn, 48 bushels; buckwheat, 19 bushels; Irish potatoes, 149 bushels; sweet potatoes, 110 bushels; hay, nearly 2 tons per acre.

Much attention has also been paid to the cultivation of *fruit* in the settled portions of the State, and it has now become a very important branch

of industry, the climate and soil being well adapted to this purpose. The total value of the orchard products amounts to \$160,000, and that of garden products to \$144,000, while the estimated value of all farm production, including additions to stock, is \$24,000,000.

Two millions of acres are now under improvement, the products of which may be given as follows:—312,000 in corn; 117,700 in wheat; 3,200 in rye; 91,400 in oats; 2,600 in barley; 1,400 in buckwheat; 537 in peas and beans; 19,600 in potatoes; 221,000 in hay; and 30 in tobacco. From these acres were produced as follows:—15,000,000 bushels corn; 2,100,000 bushels wheat; 64,200 bushels rye; 3,840,000 bushels oats; 84,000 bushels barley; 26,400 bushels buckwheat; 16,100 bushels peas and beans; 2,158,000 bushels potatoes; 441,000 tons hay, and 30,000 pounds of tobacco.

Next to Texas this State is at present the leading one west of the Missouri for *stock-raising*. As indicative of the interest taken in this business, the statistics of the State show the following amount of livestock:—120,000 horses, 12,400 mules and asses, 123,500 milch cows, 22,000 working oxen, 235,400 beeves, 120,500 sheep, and 196,100 swine, having a total valuation of 22,945,000.

No State of the Union has a climate and soil better adapted to *sheep husbandry* than Kansas, and already, as above shown, the subject has received marked attention. The entire western part of the State is well adapted to this branch of business, and no doubt this portion of country will be rapidly settled by persons devoting themselves to the breeding of sheep and other stock. The production of wool for the last year was 344,00 pounds, much of which was shipped to eastern markets.

Cotton also has been grown in the southern part of the State, but to a very limited extent. The experiment, however, has shown the adaptability of that part of Kansas to this plant, and the large profits that may be realized by those fully acquainted with the business. The amount raised during the last year was 7,725 pounds.

Flax and hemp also are congenial to the soil and climate of Eastern Kansas, but little attention has yet been given to their culture.

Kansas contains none of the precious metals for which the political divisions of the Pacific slope are so famous, yet the State is not without minerals requisite to the immediate wants and comfort of the people. Coal for fuel has been discovered in two parts of the State: first at Leavenworth, on the Missouri River, near the northern line; and second, in the south-eastern part of the State, in Linn, Bourbon and Cherokee counties. At a depth of 700 ft. the Leavenworth Coal Company reached a vein of bituminous coal of superior quality, 30 in. thick. This vein, it is now discovered, belongs to the middle coal measures, and is found to overlay the thickest coal beds.

In the coal fields of the counties above mentioned, the miners are at work, and quantities of excellent bituminous coal are being taken out.

Salt in abundance is found, there being large fields in the valleys of the Republican, Solomon, and Saline Rivers, in the northern part of the State and about midway east and west; while on the southern boundary, in the reserve of the Osage Indians, exists a salt field 30 miles wide by 60 miles long, probably the largest in the world. Gypsum, alum, iron, ore and petroleum are also found.

The State has also become noted for its building materials. These are comprised under the names of "Lea-

venworth marble," "Junction City marble," and "Permian limestone," the last being the most valuable, and of different shades of colour, so that many varied tastes may be suited in the selection for residences. There is also found a dark ferruginous sandstone, which, when well dressed, would equal the brown stone so extensively used in the mansions of New York.

The abundance of cheap fuel, indicated by the extent of the coal fields and the numerous water-courses of Kansas, affords superior facilities for *manufacturing*. The northern portion of the State is watered by Big and Little Blue Rivers, the Grasshopper, Republican and Solomon Fork, all feeding the Kansas River; while in the south there exist the Osage, Neosho, Spring River, Fall River, the Verdigris, Cana, Cottonwood, and Whitewater, affording excellent water-power, which has been partially improved.

Almost every branch of industry is represented in the State, and factories, producing spokes and hubs, household furniture, waggons, agricultural implements, matches and soap, as also grist-mills, saw-mills, machine shops and iron foundries, are springing up in different parts of the State.

The Great Western Manufacturing Company at Leavenworth is largely engaged in the production of machinery and manufacture of stoves, being the most extensive establishment west of St. Louis. One hundred steam engines, the production of this company, are now in use in the west. The production of stoves this year will aggregate 10,000. Their ordinary business consumes from fifteen to eighteen tons of iron daily, while they give employment to 150 persons, transacting a business equivalent to \$375,000 per annum. The

development of the coal mines, and consequent cheapening of fuel, will greatly advance the manufacturing interests of the State, and the adaptability of soil and climate to the production of the raw material will insure to Kansas greatly extended manufacturing business.

Kansas is destined to become one of the greatest stock-growing States in the West. Her rich soil, broad prairies covered with fine heavy grass, which during the fall months is cured by the sun into hay, the abundant supply of pure water, the easy and cheap facilities for procuring hay and other forage, the dry, mild, short winter seasons; and the gentle refreshing showers of summer, are only a few of the advantages afforded those engaged in this enterprise.

The plague and other contagious diseases are never known in Kansas, except when brought with herds from abroad.

Wool-growing is rapidly becoming one of the most extensive and profitable branches of industry. During the present year large herds of sheep have been driven to the State from Ohio, Michigan, Indiana, Illinois, and Iowa, while arrangements have been made for bringing many more during the ensuing year. The facilities for raising cattle are equally great, and the business almost as profitable as that of growing wool. The fine herds of cattle and horses owned by the Indians in Southern Kansas and the Indian Territory, feeding on the prairie during the entire winter, prove conclusively that Kansas, as a stock-raising State, is unsurpassed.

In the central and western portions of the State millions of buffalo, deer and antelope roam upon the prairies; supported during the winter by a fine grass cured into hay. Where these

wild animals subsist, there can be no difficulty in raising domestic stock, since fifty sheep, or five English cattle can be supported on what would be necessary for the sustenance of one buffalo.

GENERAL NOTICE OF COLORADO.

Colorado.—Lying south of Wyoming is the Territory of Colorado, which has been called the Switzerland of America; it being an elevated and mountainous country, with valleys 5,000 and 6,000 ft. above the sea level, surrounded by mountains rising 6,000 and 8,000 feet higher. It is a country rich in gold, silver, copper, iron and coal, besides possessing broad belts of prairie well adapted for *grazing* and *agriculture*, and parks of magnificent timber growing upon the richest soil.

Colorado extends 260 miles north and south, and 375 miles east and west over the grand region of country called, from its central position and superior elevation, "the backbone of the continent." It is bounded on the north by Nebraska and Wyoming, on the west by Utah, on the south by New Mexico and Indian Territory, and on the east by Kansas and Nebraska.

The first important settlements within the boundaries of this Territory were made in 1859, following the discovery of gold on Cherry Creek at the point where Denver City now stands. Its area is more than 104,500 square miles, or nearly thirteen times that of Massachusetts, covering three natural subdivisions of the face of the country, severally called the plains, the parks and the mountains. The plains compose the section of the Territory extending

from the eastern boundary westward to the foot-hills of the Sierra Madre, being a high rolling plateau from 4,000 to 5,000 ft. above sea level, gradually rising towards the mountains and richly watered by their streams; the strips along the rivers are capable of producing the finest harvests of grain, fruit and vegetables; the whole already constitutes one of the most luxuriant pastures of the continent, and is susceptible of the most successful cultivation with the aid of irrigation, for which its many streams afford excellent facilities.

The section of the plains lying near the South Platte, in the north-eastern part of the Territory, is an iron region abounding in red hematite ore. Magnetic and hematite ores are also found in sections of the mountain country, as in the vicinity of the Golden Gate in Jefferson County.

Approaching the eastern foot-hills of the Sierra Madre are extensive outcroppings of *coal*, the beds varying in thickness from 30 to 50 ft.; this deposit being stated by geologists to underlie a large portion of the plains, sometimes extending to the eastern boundary of the Territory, forming, with the coal beds of Wyoming, a vast coal field of 5,000 square miles. The variety of the coal is that known as lignite, being well adapted to the purposes of household economy, as well as for manufactures and railroads. The mines are already extensively worked in Boulder, Jefferson, Arapahoe and Douglas Counties, and better facilities for local transportation are alone required to render this one of the leading industries of Colorado, supplying a want now greatly felt in other sections of this and the adjoining Territories, as well as the western parts of Kansas and Nebraska, where timber is scarce, and coal either not existing or of inferior quality.

The plains of Colorado embrace

three-sevenths of the Territory, or about 30,000,000 acres, of which at least one-sixth can be readily cultivated, while the residue is adapted to grazing. The *climate* resembles that of the Eastern States on the same parallels of latitude, except that the air is much drier and more rarefied and the atmospheric changes are more moderate and gradual. The average yearly precipitation of water is found to be 30 in., but it falls principally in the rainy season of May, June and July, and in the snows of winter, rendering irrigation generally necessary during the latter part of the summer in order to secure the best crops, especially in sections of the plains removed from the mountains and forests; approaching these the fall of rain is greater and more equally distributed throughout the year. The facilities for irrigating these lands are excellent, acequias being in most instances readily constructed with the plough and scraper, and with inconsiderable expense. Acequias 30 miles long, with a fall of 4 ft. per mile, watering 20,000 acres, have been constructed; each adjoining proprietor contributing toward their construction and repair, the expense to each being a mere trifle compared with the benefits derived. Many of these acequias are the property of single individuals or companies, who rent water privileges to neighbouring settlers, reaping therefrom handsome profits above the expense of construction and repair.

The *soil* of the plains rests upon calcareous rock and is principally of alluvial formation, having been washed from the vast granite mountains rising above their western limits, and contains elements of great fertility. Near the streams a large proportion of decomposed vegetable matter enters into its composition, united with ashes and sand; on the plateaus there is less vegetable de-

posit, the soil being principally composed of sandy loam and friable clay.

This section of country is exceedingly well adapted to *agriculture*; *cereals, vegetables, and fruits* being cultivated with a success that is astonishing in view of the altitude of the surface of the earth and the scarcity of rain at certain seasons of the year. The average yield of *wheat* per acre for last season was estimated at 30 bushels, but as many as 80 bushels per acre were taken from fields in favoured locations. The quality of the wheat grown in Colorado is excellent, and more like that of the Pacific than the Atlantic slope. The average yield of *oats* was 50 bushels, and of *barley* 40 bushels, to the acre; the yield of each of these cereals being sometimes as high as 100 bushels to the acre. The yield of wheat in Colorado exceeds 1,000,000 bushels, and that of oats and barley is stated to be more than half a million bushels each.

The vegetables of Colorado are superior; and, under the influence of careful irrigation, attain a size and possess a delicacy peculiarly their own. In the agricultural fairs of last season cabbages were exhibited weighing 60 lbs. each, and so large that the head, denuded of extraneous leaves, could not be placed in a flour barrel; potatoes weighing from 5 to 6 lbs. each, and a bushel of them containing but 50 potatoes; beets 2 ft. long, weighing 15 lbs. each; water-melons weighing nearly 50 lbs. each; parsnips weighing 31 lbs.; sweet potatoes weighing 14 lbs.; squashes with a circumference of 66 in., 28 in. in length; and turnips 32 in. in circumference, 10 in. long, six of them making a bushel, the average weight of each being over 9 lbs. The average yield of potatoes and vegetables is 100 bushels per acre.

The present most important resource of the plains of Colorado is *Stock-*

raising, and, indeed, so successful is this industry that the conclusion has been reached that, notwithstanding the wealth in mines and the rich returns of agriculture, *the pastures of the Territory possess the greater source of wealth*; this conviction being founded upon actual results already obtained, springing from the healthfulness of the climate, the dryness and purity of the atmosphere, and the rich nutritious grasses upon which the cattle will subsist in excellent condition during the entire year, as the grass, when ripe, dries upon the stalk, forming hay superior to that prepared by the most careful curing in the Eastern States. It is said that there is no weather of sufficient severity to render shelter necessary for the protection of cattle on the Colorado Plains. These pastures are now estimated to support 1,000,000 head of cattle and 2,000,000 sheep.

In the southern part of the territory, along the valleys of the Rio Grande and Arkansas, both *agriculture and herding* have been carried on with success by settlers of Mexican descent for a great number of years, although far removed from facilities for transportation, possessing the rudest implements and no knowledge of the improvements instituted by the hand of science. The agriculture and stock-raising of the northern portion of the plains, extending from Denver to the Wyoming boundary, has grown to be more than half that of the entire territory, although having received its inception but six years since; the proximity of the Pacific railroad affords ready transportation to excellent markets for the products of this region.

That portion of the *Rocky Mountain* range which rises in Colorado is by far the loftiest of the chain. It embraces, together with its spurs, four-sevenths of the entire Territory—an area of nearly 60,000 square miles.

Says a correspondent of the *New York World*: "The dimensions of this mountain-region can be better imagined from the fact that it covers a space larger than that taken up by four of the largest New-England States. Massachusetts would be a mere patch on it! This is no single ridge of heights, to be ascended and crossed in a day, but a convoluted net-work of heights—what seems a chaos of crags and cliffs and peaks, where Alps on Alps arise in aspiring profusion and confusion. Not one ridge, but many. Mountains in masses and clusters; mountains isolated, piercing the clouds. Yet, towering highest; now presenting a regular succession of crests; now swerving away into the perspective and making a semicircular curve of fifty or a hundred miles; deviating and twisting like a monstrous serpent, is visible that deformed yet mighty vertebra to which the whole rock-ribbed region clings—the Snowy Range. Encircled by its folds, or surrounded by lesser and wooded mountains, are the parks of Colorado, valleys and plateaus larger than some of the States east of the Mississippi, and elevated from six to eight thousand feet above the level of the sea.

"The very foot-hills at the eastern base of the range are set in soil already five thousand feet above tide. But the climate is so warm that cattle need not be housed in winter; and even farther up among the mountains the atmosphere seems filled with perpetual balm. Enter any one of the defiles through which the waters of the range are discharged, where roads or trails have been cut, and you are carried up, by a two-days' journey, 6,000, 8,000, 10,000, even 15,000 feet above the sea, or 10,000 feet above the plains. At 6,000 feet, small grains and vegetables are cultivated; at 8,000 feet, potatoes, cabbages, and

turnips thrive. Flowers grow at an elevation of 11,000 to 12,000 feet, where the trees cease. Thence to the highest summits the way lies over naked rock patched with masses of snow. Here are no glaciers—none of those enormous agglomerations of ice which fill the chasms of the highest Alps—but in their places huge fields and banks of snow which, on the northern and eastern faces of the cliffs and in the deeper interstices, the sun of summer never quite can melt away."

ROUTE 18.

CHICAGO TO MILWAUKEE.

Distance, 85 miles. Fare, \$3.

 THE first important station after leaving the suburban villages close to Chicago is Waukegan (36 miles), on Lake Michigan. The Lake is here 80 miles in width. *Kenosha* (51 miles) is a handsome town surrounded by a rich farming country. *Racine* (62 miles, population 15,000), the second town in Wisconsin, is beautifully situated on the lake. It has an excellent harbour; it is the seat of Racine College, an Episcopal institution. The town was first settled in 1834. MILWAUKEE, 85 miles (*Hotels: Newhall House, Plankinton House, Walker House*); population 72,000. This beautiful and flourishing city is situated on Lake Michigan at the mouth of the Milwaukee River, which is navigable for a little distance and forms an excellent harbour. The city is well built, the material being chiefly the light yellow or cream-coloured bricks known as the "Milwaukee brick." Its largest business is in flour and grain, the receipts of which are immense, nearly 20,000,000

bushels of wheat having been received in a single year. There are many fine public and private edifices, prominent among the former being the United States Government building, containing the post office, custom house, &c. Near the city is a fine national asylum for disabled volunteer soldiers. It is situated in grounds containing 400 acres. Milwaukee was first settled in 1835. The increase in population between 1860 and 1870 was at the rate of 80 per cent.

The view from Milwaukee over Lake Michigan is very pleasing. One looks upon a vast expanse of water to which the eye finds no bounds, and therefore there are none of the common attributes of lake beauty; but the colour of the lake is bright, and within a walk of the city the traveller comes to the bluffs or low round-topped hills from which he can look down upon the shores. These bluffs form the beauty of Wisconsin and Minnesota.

ROUTE 19.

CHICAGO TO ST. PAUL (MINNESOTA).

Distance, 409 miles. Fare, \$15.25.



LEAVING Chicago by the Chicago and North Western Railway, we pass several suburban villages, among them Crystal Lake, on a pretty lake of the same name, Harvard (63 miles), Caledonia (78 miles), and reach (91 miles) BELLOIT, a flourishing and beautiful town with fine residences and churches. It is the seat of Beloit College. The next place of im-

portance is MADISON, the capital of Wisconsin, population 10,000. The town is situated on a neck of land between Third and Fourth Lakes (Monona and Mendota). It is regularly laid out, the State Capitol occupying a central part of the city in the midst of a public park 70 ft. above the level of the lakes, and the main streets diverging towards the cardinal points of the compass. It contains, besides the capitol, many handsome public and private edifices. The University of Wisconsin stands on an eminence 125 ft. above the surface of the lakes at a distance of about 1 mile west of the capitol. The city was first settled in 1836. It is a favourite summer resort. (The distance from Madison to Milwaukee is 82 miles, the route being *via* the Sun Prairie and Madison line of the Milwaukee and St. Paul Railway). Beyond Madison our route is through an agricultural region rapidly growing in population, passing few large towns. The chief places are Elroy (212 miles), Black River Falls (265 miles), Augusta (298 miles), Eau Claire (321 miles), the capital of a county of the same name on the Chippewa River, Hudson (389 miles), a thriving town on Lake St. Croix, Stillwater Junction (394 miles), St. PAUL, 409 miles (Hotels: Metropolitan, Park Place, Merchants); population 21,000. This city is on the Mississippi River, 2,070 miles above its mouth and 9 miles below the Falls of St. Anthony. It is finely located on a bluff above the river. It is the most populous city in the State and one of the most important commercial places in the north-west. It is well built, some of its business streets comparing favourably with those in the older cities in the Eastern States. The State Capitol, Opera House, and several of the churches are very fine structures. There are many fine drives in the

neighbourhood. One of these drives, by Fort Snelling, is to the Falls of Minnehaha, laughing water, immortalized by Longfellow. The name is more imposing than the fall. It is a pretty cascade. MINNEAPOLIS, one of the most flourishing towns in the west, and a rival of St. Paul, is 10 miles distant (*Hotels: Nicollet, First National*). It, as well as St. Anthony, which is now included in it, derives its chief prosperity from its extensive mills. The Falls of St. Anthony are in full view of the town. From St. Paul the *Mississippi and Lake Superior Railway* goes to DULUTH, a new town on Lake Superior, 150 miles north-east of St. Paul. Duluth is the eastern terminus of the Northern Pacific Railway which, at the time of the great panic of 1873, which arrested its progress, had been built westward across the State of Minnesota and as far as the Missouri River.

ROUTE 20.

NEW YORK TO CINCINNATI, INDIANAPOLIS AND LOUIS- VILLE.



HERE are several routes. 1. That *via* the Erie Railway (see Route 9) as far as Salamanca, and thence by the Atlantic and Great Western Railway and its connections; distance, 842 miles. 2. *Via* the Pennsylvania Railway (see Route 7) and its connections, 758 miles. 3. *Via* New York Central Railway to Buffalo, and thence *via* Cleveland and Columbus, 738 miles. Fare, \$20.

The principal towns on the first-named route (which goes through the oil regions of Pennsylvania) after leaving Salamanca are Warren, Ohio, (575 miles), handsomely situated on

the Mahoning river; AKRON (616 miles), on the little Cuyahoga River, with large mills; Mansfield (682 miles); SPRINGFIELD (780 miles), one of the most attractive cities in Ohio with a fine water power. Near the city is a Lutheran college called Wittenberg College. DAYTON (800 miles), on the Great Miami River, one of the most beautiful cities in the west. The Court House, a fine edifice, is built on the model of the Parthenon at Athens. Four miles from the city is the Central National Soldiers' Home, a group of forty or more buildings, designed as a home for disabled soldiers. The grounds comprise 650 acres. Hamilton is a fine town, in a rich and populous region. CINCINNATI (842 miles). Population, 220,000 (*Hotels: see "HOTEL APPENDIX"*). This beautiful and flourishing city is situated on the north bank of the Ohio River, opposite the mouth of the Licking River. It is built on two plateaux rising gradually from the river, backed by wooded hills which rise to the height of 300 ft. The city is regularly laid out with wide streets, which generally intersect each other at right angles. There are many noteworthy public and private edifices, among which are the Custom House, Cincinnati College, Burnet House and others. The city abounds in literary, scientific, and benevolent institutions. It has a fine system of street railways, and the city is connected with the town of Covington on the opposite or Kentucky side of the Ohio by a superb *Suspension Bridge*. This bridge has one span over the river channel 420 ft. in length; the iron superstructure is 1,700 ft. in length. The bridge is 100 ft. above the level of the river at low water. Cincinnati has two theatres, the National and Woodr, and several fine music halls.

There are more than 150 churches. Eden Park, on a height east of the city, is a handsome park containing 160 acres. Washington and Lincoln Parks are also beautiful and attractive pleasure grounds. The most beautiful rural cemetery is *Spring Grove Cemetery*, which is handsomely laid out and contains more than 400 acres. In it is the fine bronze monument erected by the citizens in memory of the Ohio volunteers who fell in the war of the Rebellion.

2. The route *via* the Pennsylvania Central Railway, and what is called the *Pan Handle Route* has been already partially described in Route 7 above. The only place of importance which it passes through and which has not been already described is COLUMBUS, the capital of Ohio. Population 33,000. It is pleasantly situated on the east bank of the Scioto River, 116 miles north-east of Cincinnati. It is the third city of Ohio in importance. It is handsomely laid out, and is well built. The finest public edifice is the Capitol, second in size only to that at Washington. The city is a prominent railway centre. A Penitentiary, Medical College, the State University, deaf and dumb, blind, and lunatic asylums are among its public institutions.

3. The third route is that *via* the New York Central Railway to Buffalo and thence by Lake Shore Railway to Cleveland, (see Routes 8 and 9), and thence *via* the Cleveland, Columbus, Cincinnati and Indianapolis Railway to Crestline and Cincinnati. The distance from Cleveland to Crestline is 75 miles. Here one branch of the line goes off to the west *via* Bellefontaine, Sidney (88 miles), UNION (123 miles, eating station), Muncie (153 miles) to INDIANAPOLIS (207 miles). (*Hotel: Bates House.*) Population 38,000. The capital of Indiana. It is situated on an extensive and fertile plain which

when this place was fixed upon as the capital of the state in 1820 was a wilderness. The city is handsomely laid out and well built. The State House, State Lunatic Asylum, Institute for the Blind, and the Institute for the Deaf and Dumb are among the principal public edifices. Fourteen railways converge from this point, and hence it has been called the "Rail Road City."

110 miles south of Indianapolis, by the Jeffersonville, Madison, and Indianapolis Railway, which route passes through a flat and uninteresting country, with no important intermediate towns, is LOUISVILLE, the largest town of Kentucky. Population 102,000. (*Hotels: Galt House, Louisville Hotel.*) The city is beautifully located at the Falls of the Ohio on a level plain 70 ft. above high water. The streets are generally broad and cross each other at right angles. The Court House, built at a cost of \$1,000,000, Custom House, and Blind Asylum are among the prominent public edifices. An immense bridge one mile in length crosses the Ohio River here. The city has an enormous trade, tobacco being one of the chief articles exported. The city was named in honour of Louis XVI.—Louisville may also be reached from Cincinnati by steamer, or by the Louisville, Cincinnati and Lexington Railway, distance 110 miles, time 6 hours.

The MAMMOTH CAVE, of Kentucky, *the largest cave in the world*, may be conveniently visited from Louisville. It is distant about 90 miles, and is near Cave City, a station of the Louisville and Nashville Railway. It has been explored to the distance of nearly 10 miles.

ROUTE 21.

PORTLAND TO QUEBEC AND
MONTREAL, TORONTO AND
DETROIT, BY GRAND TRUNK
RAILWAY.

Distance to Quebec, 317 miles; to Montreal, 297 miles; to Toronto, 630 miles; to Detroit, 861 miles.

 HIS route is for the most part through a sparsely-populated country, and though at a few points the scenery is fine, it is on the whole an uninteresting journey. Very soon after leaving the station at Portland a fine view is had of part of Casco Bay, an arm of which our route crosses. Yarmouth (11 miles) is a pretty village with ship yards. Passing Mechanic Falls (36 miles) and several small and unimportant stations, we reach GORHAM (91 miles), in the State of New Hampshire (*Hotel: Alpine House*), a stopping place for tourists intending to make the ascent of Mount Washington or to make tours among the *White Mountains*. The scenery in this neighbourhood is very fine. The next station of importance is ISLAND POND (149 miles), in the state of Vermont, an eating and customs station, in a new and woody country. Soon after leaving this station we enter Canada. Passing several unimportant stations, among them Lennoxville (193 miles), and Sherbrooke (196 miles), we reach RICHMOND (221 miles), from which point one branch of our line goes off to QUEBEC, the other to MONTREAL. For descriptions of these cities see Route 2.

Pursuing our journey beyond Mon-

treau, our route follows the St. Lawrence, affording occasional views of the river. Passing numerous small stations, PRESCOTT JUNCTION is reached (410 miles), where the St. Lawrence and Ottawa Railway goes off northward (54 miles) to OTTAWA, the capital of the Dominion of Canada. It is situated on the Ottawa River. Of this new and in many respects remarkable city, we prefer to quote the description of a well known English writer.

"Ottawa is in Upper Canada, but crossing the suspension bridge from Ottawa into Hull the traveller is in Lower Canada. It is therefore exactly in the confines, and has been chosen as the site of the new Government capital very much for this reason. Other reasons have, no doubt, had a share in the decision. At the time when the choice was made Ottawa was not large enough to create the jealousy of the more populous towns. Though not on the main line of railway, it was connected with it by a branch railway, and it is also connected with the St. Lawrence by water communication. And then it stands nobly on a magnificent river, with high overhanging rock, and a natural grandeur of position which has perhaps gone far in recommending it to those whose voice in the matter has been potential. Having the world of Canada from whence to choose the site of a new town, the choosers have certainly chosen well. It is another question whether or no a new town should have been deemed necessary.

"To me I confess that the nature of the situation has great charms,—regarding it as the site for a town. It is not on a plain, and from the form of the rock overhanging the river, and of the hill that falls from thence down to the water, it has been found impracticable to lay out the

place in right-angled parallelograms. A right-angled parallelogramical city, such as are Philadelphia and the new portion of New York, is from its very nature odious to me. I know that much may be said in its favour—that drainage and gas-pipes come easier to such a shape, and that ground can be better economized. Nevertheless I prefer a street that is forced to twist itself about. I enjoy the narrowness of Temple Bar, and the misshapen curvature of Pickett-street. The disreputable dinginess of Holywell-street is dear to me; and I love to thread my way up by the Olympic into Covent Garden. Fifth avenue in New York is as grand as paint and glass can make it; but I would not live in a palace in Fifth avenue if the corporation of the city would pay my baker's and butcher's bills.

"The town of Ottawa lies between two waterfalls. The upper one, or Rideau Fall, is formed by the confluence of a small river with the larger one; and the lower fall—designated as lower because it is at the foot of the hill, though it is higher up the Ottawa River—is called the Chaudière, from its resemblance to a boiling kettle. This is on the Ottawa River itself. The Rideau Fall is divided into two branches, thus forming an island in the middle, as is the case at Niagara. It is pretty enough, and worth visiting, even were it further from the town than it is; but by those who have hunted out many *ostaracts* in their travels it will not be considered very remarkable. The Chaudière Fall I did think very remarkable. It is of trifling depth, being formed by fractures in the rocky bed of the river; but the waters have so cut the rock as to create beautiful forms in the rush which they make in their descent.

"But the glory of Ottawa will be

—and, indeed, already is—the set of public buildings which is now being erected on the rock which guards as it were the town from the river. How much of the excellence of these buildings may be due to the taste of Sir Edmund Head, the late Governor, I do not know. That he has greatly interested himself in the subject is well known; and as the style of the different buildings is so much alike as to make one whole, though the designs of different architects were selected, and these different architects employed, I imagine that considerable alterations must have been made in the original drawings. There are three buildings, forming three sides of a quadrangle; but they are not joined, the vacant spaces at the corner being of considerable extent. The fourth side of the quadrangle opens upon one of the principal streets of the town. The centre building is intended for the Houses of Parliament, and the two side buildings for the Government Offices.

"The total frontage of the quadrangle, including the side buildings, is 1,200 feet, that of the centre buildings is 475. The costs of the buildings has been nearly half a million sterling.

"The buildings front on the principal street and they stand upon a rock looking down upon the river, a peculiarly happy site. The view from the back of the library up to the Chaudière Falls is very lovely."

Among the other public buildings is the Roman Catholic Church, one of the finest in Canada, the Queen's Printing Office, and others. Ottawa is connected with Lake Ontario by the Rideau Canal which enters the lake at Kingston, 95 miles distant.

Resuming our journey at Prescott Junction, we pass Brockville (422 miles), a town of considerable importance, and reach KINGSTON (469

miles), once the capital of Canada, on Lake Ontario. Population 15,000. East of the town is a strong fort called Fort Henry. There is a University here and a mile west is the Penitentiary. Belleville (517 miles) is situated on rising ground above the lake of which it affords fine views. Coburg (561 miles), an eating station, is a place of more than 5,000 inhabitants and is the seat of a Methodist college called Victoria College. Port Hope (567 miles) is a pretty town. We now pass numerous smaller stations and reach TORONTO (630 miles). Population 70,000 (*Hotel*: ROSSIN House, **excellent*.) This is a prosperous and beautiful town on Lake Ontario. It is well laid out and the buildings, both public and private, are very fine.

"The streets are all parallelogramical, and there is not a single curvature to rest the eye. It is built down close upon Lake Ontario; and as it is also on the Grand Trunk Railway it has all the aid which facility of traffic can give it.

"The two sights of Toronto are the Osgoode Hall and the University. The Osgoode Hall is to Upper Canada what the Four Courts are to Ireland. The law courts are all held there. Exteriously little can be said for Osgoode Hall, whereas the exterior of the Four Courts in Dublin is very fine; but as an interior the temple of Themis at Toronto beats hollow that which the goddess owns in Dublin. In Dublin the courts themselves are shabby, and the space under the dome is not so fine as the exterior seems to promise that it should be. In Toronto the courts themselves are, I think, the most commodious that I ever saw, and the passages, vestibules, and hall are very handsome. In Upper Canada the common law judges and those in Chancery are divided as they are in England; but it is, as I was told, the opinion of Canadian

lawyers that the work may be thrown together. Appeal is allowed in criminal cases; but as far as I could learn such power of appeal is held to be both troublesome and useless. In Lower Canada the old French laws are still administered.

"But the University is the glory of Toronto. This is a Gothic building, and will take rank after, but next to the buildings at Ottawa. It will be the second piece of noble architecture in Canada, and as far as I know on the American continent. It is, I believe, intended to be purely Norman, though I doubt whether the received types of Norman architecture have not been departed from in many of the windows. The Parliament Buildings and Governor's House for the province of Ontario are situated here, and are worthy of note.

"Toronto as a city is not generally attractive to a traveller. The country around it is flat; and, though it stands on a lake, that lake has no attributes of beauty. Large inland seas such as are these great Northern lakes of America never have such attributes. Picturesque mountains rise from narrow valleys, such as form the beds of lakes in Switzerland, Scotland, and Northern Italy. But from such broad waters as those of Lake Ontario, Lake Erie, and Lake Michigan, the shores shelve very gradually, and have none of the materials of lovely scenery."

From Toronto a steamer leaves every day in the warm season for Lewiston across Lake Ontario (60 miles), whence trains convey passengers to NIAGARA FALLS (8 miles) in half an hour.

Resuming our journey we pass several unimportant stations and reach Guelph (678 miles), an important town with numerous mills, *Stratford* (718 miles), on the *Avon* River is a pleasant town and is the junction station of the Buffalo and Lake Huron

division of the Grand Trunk Railway. At *St. Mary's* (729 miles), a branch goes off to the fine town of London on the Great Western Railway of Canada. Passing several unimportant stations, among them *Ailsa Craig*, we reach PORT SARNIA on the St. Clair River, the last station in Canada. On the opposite side is PORT HURON in the state of Michigan. Crossing the river, an uninteresting journey of 63 miles brings us to DETROIT, for description of which see Route 8.

ROUTE 22.

NIAGARA FALLS TO TORONTO AND DOWN THE SAINT LAWRENCE TO MONTREAL.

Tickets for this trip may be purchased at Niagara Falls or Buffalo at reduced rates during the travelling season.

RAINS leave Niagara Falls and the Suspension Bridge every morning in summer, and connect at Lewiston, on the Niagara River, 7 miles below the Falls, with a fine steamer which crosses Lake Ontario to Toronto (35 miles), where passengers are transferred to the large mail steamers which leave at once after the arrival of the Lewiston steamer for Montreal, *via* the St. Lawrence (390 miles). The steamers land at Port Hope, Coburg and Kingston (see Route 21,) in Lake Ontario. Near Kingston we enter the River St. Lawrence, and enter that part of the river known as the "Lake of the Thousand Islands," from the numerous groups of islands dotted about its surface. These islands number more than 1,800. This part of the passage is very charming.

Passing Prescott (already mentioned in Route 21) and Ogdensburg in New York, on the opposite shore, we soon encounter the famous "Rapids of the St. Lawrence."

These Rapids are known as "The Gallopes" (four), the "Plate," "Depleau," "Long Sault," "Coteau," "Cedars," "Cascades" and "La Chine"—the shortest, but the most alarming in its appearance of all. This last, however, is not passed in the large steamers which usually go from Lachine to Montreal by canal. The excursion to these last-named Rapids is generally made from Montreal, requiring only three or four hours. (See Route 2.)

ROUTE 23.

NEW YORK TO THE WHITE MOUNTAINS.

HE most direct and expeditious route is that by railway *via* New Haven, Hartford, Springfield, and the valley of the Connecticut, the distance from New York to the Profile House being 331 miles, to the Crawford House (Notch of the White Mountains,) 342 miles.

That part of the route between New York and Springfield is described in Route 4.

From Springfield our route continues up the beautiful valley of the Connecticut, remarkable for its fine scenery, and the enterprise and thrift of its inhabitants.

The first stop of the express trains after leaving Springfield is at Holyoke (144 miles from New York), on the west bank of the Connecticut, famous for possessing the greatest water-

power in America, it being enough to drive one million spindles. The dam contains 4,000,000 feet of timber. The population of the village is about 7,000. Between Holyoke and Northampton, Mount Holyoke is seen. It may be easily ascended. The view from the Prospect House, the hotel at the summit, is exceedingly beautiful. NORTHAMPTON, 143 miles (*Hotels*: see "HOTEL APPENDIX"), is one of the oldest as well as one of the most beautiful towns in Massachusetts. It is well built, and its streets are shaded by beautiful old elm trees. The State Lunatic Asylum is situated here. Near the village on the west is the *Round Hill Hotel*, and several fine residences. Passing South Deerfield (154 miles), and Deerfield (159 miles), both scenes of Indian depredations at an early day, we reach GREENFIELD (162 miles), on the Green River, which affords a fine water-power. It is a quiet and beautiful town, and a favourite resort of summer visitors.

Passing several unimportant stations we reach (189 miles) BRATTLEBORO, Vermont (*Hotels*: *BROOKS, Brattleboro House*), the oldest town in the state, its settlement dating from 1724. It is now a favourite summer resort. The scenery in the neighbourhood is very fine, and the drives and pleasant excursions very numerous and attractive. The State Lunatic Asylum is located here. The next station of importance is BELLOWS FALLS (*Hotel*: *Island House*), so called from the rapids in the Connecticut, extending about a mile along the base of Mount Kilbourne, which rises to the height of 828 ft. The river descends 44 ft. in half a mile. A large rock divides the stream into two channels, each about 90 ft. wide. Around these falls a canal, with nine locks, has been cut

through the rock. A bridge, erected in 1785, the first across the Connecticut, 350 ft. in length, crosses the river at this place.

Passing several small stations we reach WINDSOR (235 miles), in the centre of a fine agricultural country, and in the midst of charming scenery. Mount Ascutney, near the town, may be ascended on horseback, and affords extensive views over the valley. The State Prison is located here. Fourteen miles beyond Windsor is WHITE RIVER JUNCTION, on the White River near its junction with the Connecticut (*Hotel*: *Junction*). It is the point of junction of several railways. Trains stop here long enough to allow passengers to procure refreshment. Continuing our journey we reach (255 miles) NORWICH and HANOVER. The village of Norwich is about a mile from the station; and opposite, in New Hampshire, is HANOVER, the seat of *Dartmouth College*. Passing Pompanoosuc, Lyme, and Thetford (266 miles), and several stations of no especial note, we reach WELLS RIVER (291 miles). Here tourists for the White Mountains and Franconia change cars for LITTLETON, 20 miles distant (*Hotel*: *THAYERS*). From this point stages run (11 miles) to the *Profile House*.

Passengers destined to the Netch or Fabyans and Mount Washington, continue by rail to BETHLEHEM, *Twin Mountain* (9 miles beyond), Littleton, Fabyans, and the *Crawford House*. Tourists desiring to visit the Profile House, and the fine scenery of that neighbourhood, may return thence by rail to Fabyans, may ascend Mount Washington by railway, or may go by stage from the Profile House to Bethlehem, and thence to the *Glen House*, from which point there is a fine waggon road to the summit of Mount Washington. One

or two days will suffice for the Profile House and vicinity; one day will be consumed in reaching Fabyans or Crawford's; another day will be required for the ascent of Mount Washington, another to reach the Glen House; whence to Gorham, on the Grand Trunk Railway, is a drive of two hours.

Presuming that our tourist will first visit the Franconia Hills, we will briefly describe the objects of interest in the neighbourhood of the excellent *Profile House*. This hotel is situated on a small plain in the midst of densely wooded hills. Not far from the hotel is the beautiful Echo Lake, so called from its fine echo. *Eagle Cliff* is a magnificent promontory of rock close by the hotel. *Cannon Mountain* is directly opposite Eagle Cliff. On the very summit is a group of rocks resembling a mounted cannon, hence the name. Upon the same mountain, but visible from a point about one fourth of a mile from the hotel, is the famous *Profile Rock*, or the "*Old Man of the Mountain*," which is an almost exact counterfeit of a human face. It is 80 ft. long from the chin to the top of the forehead, and is 1,200 ft. above the level of the road, being yet far below the summit of the mountain. This strange apparition is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the

tempest blasts of winter. Passing down the road a little way, the "*Old Man*" is transformed into a "toothless old woman in a mob cap;" and, soon after, melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "*Twice-told Tales*," that called "*The Great Stone Face*."

The Basin, another remarkable object, is five miles south of the Notch. It is 45 ft. in diameter, and 18 ft. from the edge to the bottom of the water. It is nearly circular, and has been made by the whirling of rocks round and round in the current. At the outlet, the edge of the rocks has been worn into a likeness of the human leg and foot, called the "*Old Man's Leg*." Across the brook, at the outlet of the basin, is a bridge, which enables the visitor to reach a path leading to a succession of beautiful cascades.

The Flume is one of the most famous of all the Franconia sights. Leaving the road, just below the Basin, we turn to the left, and, after a walk of a mile, reach a granite ledge 100 ft. high, and about 30 ft. wide, over which runs a stream. Near the top of this ledge is the ravine known as the Flume. The rocky walls are 50 ft. in height, and not more than 20 ft. apart. Through this fissure runs the brook. Except in seasons of freshets, the bed of the stream is narrow enough to give a dry passage up the glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within 10 or 11 ft. of each other. About midway, a huge boulder, many tons in weight, hangs suspended between the cliffs, where it has been caught in its descent from the mountain above. The *Cascade*, below the Flume, is a continuous fall of more than 600 ft. the descent being very gradual.

The Pool is a wonderful excavation in the granite rock, about 150 ft. wide and 40 ft. deep, the water entering by a cascade and escaping through the rocks at its lower extremity; from the top of the rocks above to the surface of the pool, the distance is nearly 150 ft. It is reached by a walk of three-quarters of a mile from the Profile House.

Leaving the Profile House by stage, we have, on emerging from the forest, a fine view of the range of mountains of which Mount Washington is the centre. Passing Bethlehem we soon reach *Bethlehem railway station*, where train is taken to the *FABYAN HOUSE*, from which point the White Mountain Railway ascends to the summit of Mount Washington. There is a good hotel at the summit, and the place is the resort of great numbers of tourists. On fine days the view is very fine, extending over the whole range of the White Mountains and the Green Mountains of Vermont. Four miles beyond Fabyan's by rail, is *CRAWFORD'S Hotel*, in the celebrated Notch.

The WHITE MOUNTAINS are in Coos and Grafton counties, New Hampshire. They cover an area of 40 square miles, Mount Washington, the highest, is 6,285 ft. above the sea. Their grandeur and the variety and beauty of their scenery have given to this region the name of the "Switzerland of America." The principal are Mount Webster, 4,000 ft.; Jackson, 4,100; Clinton, 4,200; Pleasant, 4,800; Franklin, 4,900; Monroe, 5,300; Washington, 6,285; Clay, 5,400; Adams, 5,800; Jefferson, 5,710; and Madison, 5,361.

THE NOTCH.—Travellers from Littleton or Conway pass through the *Notch*, one of the most interesting features of White Mountain scenery. At its entrance its width is but 22 ft..

between two perpendicular masses of rock, the one 20 and the other 12 ft. in height. "It was discovered in 1771 by two hunters, and the following year Colonel Whipple, of Portsmouth, went through it as the first settler. In 1803 it became an incorporated turnpike of the state. It is some 3 miles in length, through which flows the 'Infant Saco,' gradually widening as it proceeds, and receiving other streams from the mountain sides."

Passing down the Notch between the *Willey Mountain* and Mount Webster, we come to the *Willey House*, where the Willey family, nine in number, were crushed by an avalanche from which they were trying to escape, August, 1826. A rock 30 ft. high split the avalanche, and saved the house from which they fled to their death.

Mount Willard is easy of ascent, either in carriages or on foot, to a height of 2,000 ft. above the *Crawford House*. Speaking of the view of the Notch from this mountain, Bayard Taylor says:—"As a simple picture of a mountain-pass, seen from above, it cannot be surpassed in Switzerland." Near the summit of the mountain is the "*Devil's Den*," a cave about 15 ft. high, 20 wide, and 20 deep.

Gibbs Falls is the name of one of the cascades reached by a walk of half-an-hour from the hotel along the aqueduct by which it is supplied with water.

The trip from Crawford's to the *Glen House* occupies half a day. The Glen House is situated on a plateau very near the foot of Mount Washington, to the summit of which (9 miles) an excellent waggon road has been built. Tourists frequently ascend the mountain by the railway, and descend to the Glen House, or

vice versa, avoiding the long journey round by rail and coach.

"From Portland we made our way up to the White Mountains, which lay on our route to Canada. Now I would ask any of my readers who are candid enough to expose their own ignorance whether they ever heard, or at any rate, whether they know anything of the White Mountains. As regards myself, I confess that the name had reached my ears; that I had an indefinite idea that they formed an intermediate stage between the Rocky Mountains and the Alleghanies, and that they were inhabited either by Mormons, Indians, or simply by black bears. That there was a district in New England containing mountain scenery superior to much that is yearly crowded by tourists in Europe, that this is to be reached with ease by railways and stage-coaches, and that it is dotted with huge hotels, almost as thickly as they lie in Switzerland, I had no idea. Much of this scenery, I say, is superior to the famed and classic lands of Europe. I know nothing, for instance, on the Rhine equal to the view from Mount Willard, down the mountain-pass called the Notch.

"Let the visitor of these regions be as late in the year as he can, taking care that he is not so late as to find the hotels closed. October, no doubt, is the most beautiful month among these mountains; but according to the present arrangement of matters here, the hotels are shut up by the end of September. With us, August, September and October are the holiday months; whereas our rebel children across the Atlantic love to disport themselves in July and August. The great beauty of the autumn, or fall, is in the brilliant hues which are then taken by the foliage. The autumnal tints are fine with us. They are lovely and bright wherever foliage and vegetation form

a part of the beauty of scenery. But in no other land do they approach the brilliancy of the fall in America. The bright rose colour, the rich bronze which is almost purple in its richness, and the glorious golden yellows must be seen to be understood. By me at any rate they cannot be described. These begin to show themselves in September, and perhaps I might name the latter half of that month as the best time for visiting the White Mountains."—*Trollope*.

Another route from New York is that by steamer on Long Island Sound, to Norwich, Connecticut, and thence *via* Worcester and Concord, to Wells River and LITTLETON (see above).

The steamers leave New York at 4 P.M. in summer. *New London* is reached about midnight, where passengers take the cars for *Worcester*, where they arrive at 4 o'clock A.M. Here a detention occurs of about two hours and a half.

Tourists to the *White Mountains* leave *Worcester* at 6.30 A.M., arriving at *Wiers* at 11.30 A.M., and, if they choose to proceed by rail, will dine at *Plymouth*, and reach *Littleton* (see above) at 3.30 P.M.

At *Wiers* the opportunity is afforded of visiting *Lake Winnepiseogee*, spending the night at Centre Harbour or *Wolfboro'*, and continuing the journey by stage.

From *Plymouth* the traveller may go by stage to the *Profile House*, and other points of interest in the mountain region.

From *Littleton* the *Profile House* is reached by stage at 6 P.M., and *Fabians* and *Crawford House* by rail at 4.30 P.M.

By leaving New York at 5 o'clock in the afternoon of one day, the next evening, at the same hour, one reaches the mountains. Those taking this route *from the mountains*, leave *Littleton* at 9 A.M., dining at *Plymouth*,

and arrive at New London at 9.30 P.M., arriving at New York at 6 o'clock on the following morning.

ROUTE 24.

NEW YORK TO QUEBEC AND
MONTREAL VIA CONNECTI-
CUT RIVER VALLEY, LAKE
MEMPHREMAGOG, AND
RICHMOND.

Distance, 427 miles to Quebec; to Mont-
real, 407.

 HIS route is the same as Route 23, as far as Wells River. Beyond Wells River we pass Barnet and Passumpsic and reach St. JOHNSBURG, 312 miles from New York. The place is well built and contains important manufactories, the most prominent of which is Fairbank's immense manufactory of scales. In front of the Court House, which is a handsome building, is a monument erected to the memory of soldiers who lost their lives in the Rebellion. Passing several unimportant stations we reach NEWPORT (356 miles), at the southern end of Lake Memphremagog. There is a good hotel here. From Prospect Hill, not far from the hotel, a fine view may be had of the lake. A steamer goes to Magog at the northern end of the lake daily in summer. The lake is 35 miles long and from $2\frac{1}{2}$ to $4\frac{1}{2}$ in width, and is partly in Vermont and partly in Canada. The neighbourhood abounds in beautiful scenery and from Owls Head and other heights on the banks of the lake, the views are very fine. From Newport to Sher-

brooke, on the Grand Trunk Railway is 40 miles, thence to Richmond, the junction for Quebec and Montreal 25 miles. From Richmond to QUEBEC the route is through a new and uninteresting country, 96 miles. From Richmond to MONTREAL the distance is 76 miles. Both cities are described in Route 2.

ROUTE 25.

BALTIMORE TO ST. LOUIS,
VIA BALTIMORE AND OHIO
RAILWAY.

Distance, 972 miles. Fare, \$24.

 HE scenery on this route between Baltimore and the Ohio River is as grand as that on any railway route in the United States.

The route for the first 9 miles to Washington Junction is part of the railway route between Baltimore and Washington. At the junction our route goes off to the westward and passes (15 miles) Ellicotts Mills on the Patapsco River. Passing several stations of no great importance we reach Frederick Junction, where a branch goes off to Frederick city, the third city in Maryland in population. At Point of Rocks (69 miles), the railway passes through a tunnel 1,500 feet long. HARPER'S FERRY (80 miles), at the junction of Potomac and Shenandoah Rivers is beautifully situated. It was the scene of many interesting operations during the Rebellion. It was taken by Stonewall Jackson who commanded the Confederate forces in September, 1862. Seven miles distant is Charlestown where the famous John Brown and

several of his followers were tried and executed for inciting the slaves to mutiny in 1859. Martinsburg (100 miles) and several stations, situated in the midst of grand scenery, are passed before reaching (177 miles) CUMBERLAND, a busy manufacturing town, the second city in Maryland. *Piedmont* (206 miles), in West Virginia, where there is an hotel belonging to the company, Attamont (223 miles), Cranberry Summit (242 miles) beyond which many miles the scenery is very fine, are passed, with several other stations of no importance, and the railway quitting West Virginia enters Ohio near Bellair (376 miles). Passing Zanesville (454 miles), a thriving and beautiful city, we reach NEWARK, the terminus of the Baltimore and Ohio line—and connect with the lines to Columbus, Cincinnati, Chicago and St. Louis, which have already been described.

(The Baltimore and Ohio Railway was extended to Chicago early in 1875.)

ROUTE 26.

THE YELLOWSTONE NATIONAL PARK.

 HIS remarkable region, comprising no less than 3,575 square miles, is situated in the north-western part of the Territory of Wyoming, its southern limit being not far from 150 miles, in a direct line, north of *Green River Station* on the Union Pacific Railway (see page 85). So great was the interest excited throughout the world by the first reports in relation to the wonders of this region, that the Congress of the United States, in March, 1872, passed an Act setting apart this large tract as a *public park* or pleasure-ground “for the benefit and enjoy-

ment of the people.” Since then surveys have been made of the Park, and, among other objects of interest, the localities of which have been fixed, we may mention 1,500 *hot springs*, among which are at least *fifty geyzers* of the first magnitude, “*any one of which would cast into the shade any other in the known world.*” The region abounds also in picturesque waterfalls, cañons and lakes, rendering it beyond question the most interesting region in the world.

The reader will gather from the following extracts, taken from the official reports published by Congress, all the information necessary to enable the intending visitor to the region to find his way there without difficulty. Doubtless the shortest route is that from Green River or Bryan on the Union Pacific Railway, ascending the Snake River Valley near the eastern border of Idaho *via* Fort Hall. The old and best known route (and perhaps for some time to come the most comfortable) is that from Corinne on the Pacific Railway, thence to Bozeman in Montana. Guides competent to conduct parties to the Yellowstone, and all the necessities for such a trip, may be had at Green River, Ogden or Corinne.

The following is from an official report of N. P. Langford, the superintendent of the park:—

“The park is at present accessible only by means of saddle and pack trains, a mode of travel attended with many privations and inconveniences. As it is likely speedily to become an object of general interest both at home and abroad, some safer and more convenient and expeditious mode of communication is desirable. A few years only can elapse before it will be reached by railroads; but until then it must be accommodated with good waggon roads, or remain unvisited, except by the few who are willing to

endure the privation and exposure incident to horseback travel. The access to it from the south, by way of Snake River, is favourable to the cheap construction of good waggon roads. The visito: can now approach the Geyser Basin with a waggon to a point 50 miles above the junction of Henry's Fork with Snake River. Thence to the basin is about 80 miles. The route passes over or through the main range of the Rocky Mountains by either the Henry or Targee Pass, either one of which needs but little improvement to convert it into a remarkably fine road. For the entire distance, although in the midst of the mountains, such is the favourable configuration of the country, that a road can be built without a grade to exceed 50 ft. to the mile.

"Another route, commencing at the same point on Henry's Fork, and following up the Middle Fork, is entirely practicable. The only obstacle is the obstruction offered by fallen timber for a portion of the distance, and this is not a serious one. This route would be shorter than the other, and lead more directly to the Geyser Basin and Yellowstone Lake.

"From the Geyser Basin to the Yellowstone Lake is a distance of about 20 miles. The country is rolling, and for a part of the distance filled with fallen timber. To make the circuit from the south-west estuary of the lake to the point 10 miles below its foot, it would be necessary to approach both extremes by roads from the Fire Hole Basin. From the point where these roads intersect below the lake, a road should be constructed to Tower Falls, and thence directly to the Hot Springs on Gardiner's River, and in as near a direct line as possible from that point to the northern boundary of the park. A continuation of this road for 15 miles from the boundary to the first settlements above

Boteller's ranch would furnish all road improvements necessary to approach the park, either by way of Snake River or by the way of the Yellowstone.

"Another road that is entirely practicable should be constructed from Gardiner River Springs, in a direct line across the park to the Lower Geyser Basin, a distance not to exceed 45 miles.

"These roads, when completed, would enable the visitor to reach all the great points of interest by carriage, and at any of these points horses would be provided for interior exploration. The opening of these roads would insure the early erection of large and commodious public-houses at Mammoth Springs, Yellowstone Falls, Yellowstone Lake, and the Upper and Lower Geyser Basins.

"The park can be visited any time between the last of April and the first of November, but it appears to be the best advantage during the months of July, August and September. Then the weather is warm and pleasant, storms rarely occur, and the forests, plains and foot-hills are in full verdure. Tourists desirous of reaching the park by the most picturesque route will proceed by railroad to Corinne, Utah, where they can purchase their outfits for the trip cheaper and to better advantage than at any advanced point. The difference between a long and tedious stage-ride to Helena and a ride on horseback from Corinne to Taylor's Bridge is decidedly in favour of the latter, both as regards comfort and opportunities for observation. So much of the outfit as relates to food, groceries and cooking utensils can be advantageously purchased at the stores in the vicinity of Taylor's Bridge, to which point, and on to Market Lake, the route lies over the main route to Montana.

"From Market Lake to the park the country is wild and unsettled, and all provisions must necessarily be transported by pack-trains. Following the road from Market Lake to the Ford on Henry's Fork of Snake River, a distance of 30 miles, the traveller from that point has nothing to guide him but a faint bridle-path. While passing over this part of the route, he will have many fine views of the Tetons, the great mountain landmarks of this region. Ascending Henry's Fork a distance of 70 miles, he will arrive at the frontier cabin of Gilman Sautelle and Levi Wurtz, on the shore of Henry's Lake, in which the fork takes its rise. In Messrs. Sautelle and Wurtz he will find men who, with all the better qualities of sagacious and expert mountaineers, unite fine moral natures and rare culture. Perfectly familiar with the entire region, these gentlemen will give the traveller all needful information as to his future journey of 35 miles to the Lower Geyser Basin, the first of the interesting localities in the park. In this basin there are many objects of rare interest. The geysers, though comparatively small, are very wonderful in the eyes of the visitor who first beholds them. So also are the hot springs; but they are merely a foreshadowing of the greater wonders of the Upper Geyser Basin, which is 10 miles farther up the Fire Hole River.

"The ride between the two basins is full of interest. The Upper Basin is the location of all the great geysers of the park yet discovered. No one has ever remained long enough in it to be able to detail with accuracy the number and size of all these wonderful water-spouts.

"There are at least 2,000 hot springs, large and small, in this basin, and of this number probably 200 are geysers. The whole basin is

enveloped in steam, and, seen at a distance, is like the approach to a cluster of manufactories. The geysers project water with terrific force, and in fabulous quantities, and in every conceivable form, to heights varying from 20 to 250 ft. These seen in the rays of a mid-day sun, or in the beams of a full moon, are inexpressibly grand. Unlike any other scenery in the world, they amaze the beholder by their magnitude and novelty.

"It is 15 miles from this basin to Yellowstone Lake, over a path running through a pine forest, greatly obstructed the entire distance by fallen timber. Several beautiful cascades in the Fire Hole River may be visited on this part of the route. The lake is nearly 8,000 ft. above the ocean. It is 25 miles in length, embosomed amid mountains, gemmed with green islands, unique in form, and surrounded on all sides by hot springs of great variety, number and beauty. Jets of steam may be seen issuing from the hot springs, from the islands, even from the bosom of the lake itself. Some of the loftiest and most inaccessible mountain-ridges on the continent lift their snow-clad summits in the immediate vicinity. The scenery is colossal and full of savage grandeur.

"Following the river from the foot of the lake for the distance of 9 miles, the visitor reaches the locality of Sulphur Mountain, the Mud Geyser, the Mud Volcano and the Blowing Cañon, all objects of separate interest, and presenting novelties of rare and curious character.

"Ten miles farther down the river are the two great cataracts, and the Grand Cañon of the Yellowstone, perhaps the most stupendous elements of scenery in the park. The upper fall is 115 ft. in height; the lower, which plunges directly into the canon, is 350 ft., and the cañon itself, varying

from 1,000 to 3,000 ft. in depth, is 40 miles in length, and for the whole distance presents to the eye the most wonderful chasm in the world. Jets of hot vapour issue from its sides, and colour them with the most brilliant colours of nature. From its profound depths stars are visible in the day-time. Lieutenant Doane, who, in 1870, succeeded in reaching the bottom of the cañon, at a point where the walls are nearly 3,000 ft. in height, in his official report (Senate Executive Document, No. 51, Forty-first Congress, third session) says: 'It was about 3 o'clock P.M., and stars could be distinctly seen, so much of the sunlight was cut off from entering the chasm.'

"About 18 miles farther, and at a point of 1 mile divergence from the cañon, the beautiful fall of Tower Creek, with its grotesque surroundings, meets the eye; and 25 miles below this point, the most wonderful hot springs of Gardiner's River, with all their variety of beauty and novelty, assert their claims to be considered the most remarkable of the curiosities of the park.

"Thus, in a circuit of perhaps 90 miles, the greatest attractions of the park may be seen, and, at the close of the tour, the visitor is within 75 miles, over a good road, of Fort Ellis, and the beautiful town of Bozeman, in Montana Territory.

"It is impossible, in this report, to convey the faintest idea of the grandeur of the mountain and river scenery everywhere present on this ride. We venture to say that *there is not in the world, within the same limit, so many wonderful freaks of physical geography, so much to amaze and delight the beholder.*

"The trip thus finished through the park, the traveller, at any time before the middle of August, may fitly complete it by proceeding from

Bozeman to Helena, through the beautiful valleys of the Gallatin and the Upper Missouri, thence by coach through a highly picturesque country 140 miles to Fort Benton, where, in a fine river steamer, he may complete the trip, by a sail of six or seven days, of 2,000 miles down the Missouri to Omaha, or to the junction of the Northern Pacific Railroad, whence he may reach the sea-board by rail.

"I regard the explorations of this region as but just commenced. New wonders are continually presenting themselves. Jets of steam as yet unvisited are seen in all directions while passing through the park, many of which indicate the location of very extensive groups of hot springs. Columns of vapour, apparently 500 ft. in height, seen by Lieutenant Doane and myself on my first visit in 1870, while on one of our mountain expeditions, have not as yet been visited. Mr. Stevenson during the past year discovered, near the head of Snake River, a basin which he believed, from casual observation, to contain nearly as many springs and geysers as the Lower Geyser Basin on the Fire Hole.

"A party of tourists from Bozeman also discovered a similar basin between the Mammoth Springs at Gardiner's River and the Fire Hole Basin. The whole country is full of interest, and presents to tourists a rare opportunity for exploration, and to scientific men a wonderful field of investigation.

"The destructive and reproductive agencies at work in all this region are not the least marvellous of its phenomena. The two years which have elapsed since the first discoveries in this region have wrought marked changes. In that period old geysers have ceased to act, and new ones have been produced; small geysers have increased in size, while large ones

have decreased in volume. The same may be said of the springs. Many that were clear two years ago are now muddy caldrons, their contents boiled down to thick paste. The mud volcano, which on my first visit was in active operation, had entirely disappeared; and when Professor Hayden visited the spot the following year, its only remains were hillocks of mud and a shapeless hole thrice the former size of the crater. Large pine trees, 125 feet high, which grew near the edge of the crater in 1870, had been completely engulfed by it at the time of its destruction, before the summer of 1871.

"Nothing has been, nothing can be said to magnify the wonders of this national pleasuring-ground. It is all and more than all that it has been represented. In the catalogue of earthly wonders it is the greatest, and must ever remain so. It confers a distinctive character upon our country, greater than that of Niagara, Yosemite, or Mammoth Cave, though each of these is in itself without parallel. But here the grandest, most wonderful and most unique elements of nature are combined, seemingly to produce, upon the most stupendous scale, an exhibition unlike any other upon the globe."

Of the great waterfalls of the Yellowstone the same writer says:—"Above the UPPER FALLS the Yellowstone flows through a grassy, meadow-like valley, with a calm, steady current, giving no warning until very near the falls, that it is about to rush over a precipice 140 ft. and then, within a quarter of a mile, again to leap down a distance of 350 feet. From any point of view the Upper Falls are extremely picturesque and striking. The entire volume of water seems to be, as it were, hurled off the precipice with the force it has accumulated in the rapids above, so

that the mass is detached into the most beautiful snow-white, bead-like drops; and as it strikes the rocky basin below, it shoots through the water with a sort of *ricochet* for the distance of 200 ft. The whole presents in the distance the appearance of a mass of snow-white foam.

"After the waters roll over the upper descent they flow with great rapidity over the apparently flat rocky bottom, which spreads out to nearly double its width above the falls, and continues thus until near the LOWER FALLS, when the channel again contracts, and the waters seem, as it were, to gather themselves into one compact mass, and plunge over the descent of 350 ft. in detached drops of foam as white as snow; some or the large globules of water shoot down like the contents of an exploded rocket. . . . It is a sight far more beautiful, though not so grand or impressive as that of Niagara Falls."

Of the YELLOWSTONE LAKE, Mr. Langford says: "Secluded amidst the loftiest peaks of the Rocky Mountains, possessing strange peculiarities of form and beauty, this watery solitude is one of the most attractive natural objects in the world. Its southern shore, indented with long narrow inlets, not unlike the frequent fiords of Iceland, bears testimony to the awful upheaval and tremendous force of the elements which resulted in its creation. The long pine-covered promontories stretching into it from the base of the hills, lend new and charming features to an aquatic scene full of novelty and splendour."

"Islands of emerald hue dot its surface, and a margin of sparkling sand forms its jewelled setting. The winds, compressed in their passage through the mountain gorges, lash it into a sea as terrible as the fretted ocean, covering it with foam. But now it lay before us calm and unruffled

save by the gentle wavelets which broke in murmurs along the shore. Water, one of the grandest elements of scenery, never seemed so beautiful before. It formed a fitting climax to all the wonders we had seen, and we gazed upon it for hours, entranced with its increasing attractions."

The Yellowstone Lake is about 20 miles long by 15 broad. It is a curious fact that the *trout* is the only fish found in its waters. The naturalist of the United States Geological Survey says: "Although I searched with diligence and care in the neighbouring streams and waters around the Yellowstone Lake, I was unable to find any other species of fish except the *SALMON TROUT*; their numbers are almost inconceivable, average weight $1\frac{1}{2}$ lbs.; colour, a light grey above, passing into a light yellow below; the fins, all except the dorsal and caudal, vary from a bright yellow to a brilliant orange, they being a dark grey and heavily spotted." "WATERFOWL make up in number and variety for the lack of life within the lake. The surface fairly swarms with them. Lieutenant Doane enumerates swans, pelicans, geese, brants, and many varieties of ducks. Eagles, hawks, ravens, *prairie chickens*, *grouse* and mocking birds, are common in and around the basin of the lake. HERDS of *DEER* and *ELK*, and mountain sheep throng the forests and meadows about the lake. Buffalo signs, grizzly bears and California lions are far from uncommon, while the smaller lake and creek valleys of the basin are fairly alive with otter, beaver, mink and musk-rats. There are no snakes."

Of the *GRAND GEYSER*, Dr. Hayden says: "We encamped on the evening of August 5th in the middle of the Upper Geyser Basin, in the midst of the grandest geysers in the world. Soon after reaching camp a

tremendous rumbling was heard, shaking the ground in every direction, and soon a column of steam burst forth from a crater near the edge of the east side of the river. Following the stream by a succession of impulses, a column of water, apparently 6 ft. in diameter, rose to the height of 200 ft., while the steam ascended 1,000 ft. or more. So steady and uniform did the force act, that the column of water appeared to be held there for some minutes, returning into the basin in millions of prismatic drops. This was continued for about fifteen minutes, and the rumbling and confusion attending it could be compared only to the confusion attending a charge in battle. It would be difficult to describe the intense excitement which attended such a display. After the display is over the water settles down in the basin, and the temperature falls slowly to 150°. We called this the *Grand Geyser*, for its power seemed greater than that of any other of which we had obtained any knowledge in the valley. There are two orifices in one basin; one of them seems to have no raised rim, and is a very modest-looking spring in a state of quiescence, and no one would for a moment suspect the power that was temporarily slumbering below. The orifice is oblong, $2\frac{1}{2}$ ft. by 4 ft., while for the space of 10 ft. in every direction around it are rounded masses of silica, from a few inches to 3 ft. in diameter, looking like spongiform corals. Nothing could exceed the crystal clearness of the water."

The following are extracts from the Report accompanying the Bill setting apart the Park:—

"The entire area within the limits of the proposed reservation is over 6,000 ft. in altitude, and the Yellowstone Lake is 7,427 ft. above the level of the sea. The ranges of mountains

which hem in the valleys on every side, rise to the height of 10,000 to 12,000 ft., and are covered with snow all the year round. During the months of June, July, and August, the climate is pure and most invigorating, with scarcely any rains or storms of any kind, but the thermometer frequently sinks as low as 26°. There is frost every month of the year. This whole region was, in comparatively modern geological times, the scene of the most wonderful volcanic activity of any portion of our country. The hot springs and the geysers represent the last stages—the vents or escape-pipes—of these remarkable volcanic manifestations of the internal forces. All these springs are adorned with decorations more beautiful than human art ever conceived, and which have required thousands of years for the cunning hand of nature to form . . . In a few years this region will be a place of resort for all classes of people from all portions of the world. The geysers of Iceland, which have been objects of interest to the scientific men and travellers of the entire world, sink into insignificance in comparison with the hot springs of the Yellowstone and Fire Hole Basins. As a place of resort for invalids it will not be excelled by any portion of the world."

ROUTE 27.

THE BUFFALO COUNTRY.



HE following, in relation to the Buffalo Country, is from a letter dated at Greeley, Colorado, March 1, 1874, and published in the "New York Tribune":—"The region now most known as the Buffalo Country lies be-

tween the Arkansas and the South Platte, and is 200 miles wide from north to south, and 300 miles from west to east, making a territory considerably larger than the State of New York. It includes a part of Colorado and Kansas. (See Routes 13 and 17.) Although there are heavy settlements and large towns along the base of the mountains, and although two railroads run through this buffalo land, only an extremely small portion has been explored, or even visited. The buffalo are most numerous this winter along the South Platte, and particularly along the Republican, the course of which is to the south-east, on a diagonal line. The buffalo come up from the south in the Fall, along a northerly and southerly line, which, east of Denver, is considerably further from the mountains than 50 miles to the north; because there are cattle ranches and some farms on various tributaries of the Republican that run nearly north. What kind of a country it is for 200 miles on the upper waters of the Republican is unknown, for it is unexplored; but it has been gathered by a sort of tradition, that for a part of the distance water stands in pools, and timber is scarce; while lower down, say 150 miles east of the mountains, the stream is large, and timber is plentiful. Here hickory, oak, maple, and ash are found, and *wild turkeys* are abundant. It is certain that the buffalo die here in untold thousands, possibly millions, and that Sioux, Arrapahoes, and Cheyennes and some Pawnees, live here the year round, the chief attraction being the buffalo. It is to be said in favour of the Indians that they never kill more than they need, and that whatever animals they kill they dispose of entirely.

"Before the Union Pacific was built, the buffalo roamed as far as the North Platte, and even to the Missouri, but

now only a few cross this road, and their range terminates in the valley of the South Platte and of its tributaries. But there is another vast buffalo range further north, and its limits are between the North Platte and the Missouri, a space from north to south at least 300 miles wide. The settlements on the west of this are scarcely worth naming. It begins nearly 200 miles west of Omaha and Kansas City, and extends to the mountains 400 miles, and in fact to the Pacific. . . The buffalo region, however, is east of the Rocky Mountains, for scarcely any are found within the mountains. The grass of the plains east of the mountains is different from any found west or east, and it is pre-eminently well suited to the buffalo; hence it may also be doubted whether these animals ever roamed in large numbers on the prairies of Iowa and Illinois, and even in the forests of Kentucky, as alleged; and for the sufficient reason that the grass of these regions loses its nutritious qualities by the Fall rains and winter frosts, and becomes wholly unfit for sustaining life. Hence, it may be said with almost positive certainty that the buffalo region, as it now exists, has been unchanged in character and limits for centuries, and that so far as the range itself is concerned, it will remain unchanged; those on the east are only found in Eastern Dakota. So that here is a buffalo region 300 miles broad and 600 miles long, *where millions upon millions are to-day feeding*, and where they are likely long to remain. Beyond the Missouri is still another range, longer and broader, reaching into British America, and extending far toward McKenzie's River.

* * * * *

"When the valleys of the Arkansas, the Republican, the Platte, and the Missouri shall be settled, the buffaloes will be deprived of water, and their

extinction will be inevitable—not for want of food, for this always must remain, but for want of water, unless some especial provision shall be made. There are, however, many springs and small streams between these rivers, which always must be remote from settlements, and here the buffalo may linger long, unless ranchmen seek them out, as they are likely to do, as headquarters for cattle ranches.

"Considerable is said about the wanton destruction of the buffalo, but this is probably much less now than it was ten years ago, when thousands upon thousands of teams traversed the valleys of the Platte, the Smoky Hill, and the Arkansas, and when the slaughter was great. Now that all travel is done by rail, two lines being completed and another nearly so, only a few hunters, comparatively, enter upon the feeding grounds; and the increase of buffalo must be greater than it has been since the days when the Indians occupied the whole country, at which time these animals occupied all that part of Colorado now settled, and a wide border beside, that is, a country 300 miles long and 100 to 150 miles wide.

"The great mass of the buffalo between the Arkansas and the Platte are wintering in the Republican Valley, but good-sized herds of from 500 to 10,000 have come over to the Platte, and some have even crossed this stream in heavy force. Perhaps half a million head have come to the Platte Valley this winter; but they shifted their feeding grounds every few days, because they were disturbed by hunters, who have killed possibly, altogether, 2,000 head. The usual starting-point for hunters bound for the Platte Valley is the town of Greeley on the east, and from some small stations on the railroads in the west."

In relation to preparations for a **BUFFALO HUNT**, the same writer says—

"A two-horse team is required, whether the number of men is two or more; they carry provisions sufficient to last a week or ten days, with cooking utensils and plenty of blankets. There are some settlers, but no accommodations are looked for, and the hunters always camp out, sleeping on the ground, or in their waggon. It is by no means easy to come near enough to buffalo to get a chance to shoot desirable animals, such as fat calves or dry cows. Good hunters crawl along the ground or wait in gulches, and they have great success. The meat is brought to the towns in quarters, and it sells from 3 to 4 cents a pound. At first the taste is not relished, and usually a year passes before one comes to like it; then it is

preferred to beef, and choice animals are equal to the best stall-fed. The meat is cooked in a great variety of ways, and the bones make excellent soup. Mixed with pork, fine sausage is produced, and in mince-pies it reminds one of New England. Large quantities of hindquarters are pickled 24 or 48 hours, hung up and dried, and the result is a highly desirable food, undoubtedly superior to beef. Some men have made this branch a special business, and they have dried several thousand pounds. The robes are brought to the towns, and usually sold at \$2 each. There are tanneries or curing establishments, which buy all the green robes offered, and, after curing them, ship them to eastern cities."



ROUTE 28.

WASHINGTON TO CHARLESTON AND SAVANNAH, VIA RICHMOND, WELDON, AND WILMINGTON.

(THE ATLANTIC COAST ROUTE.)

Fares: from New York to Charleston, \$25—to Savannah, \$29—to Jacksonville, \$36'75—to St. Augustine, \$40'75.

 HERE are two routes from Washington to the northern terminus of the Richmond, Fredericksburgh, and Potomac Railway on the Potomac River, one by Railway to Quantico, the other by steamer. Departures from Washington twice a day. Fare to Richmond, \$8.

Leaving Washington by either rail or steamer, the only point of interest before reaching Fredericksburgh, is ALEXANDRIA, seven miles from Washington. It is a pleasant city with considerable trade, vessels of the largest size being able to reach its wharves.

After leaving the Potomac at Quantico, the route pursues a southerly direction across the fertile but uninteresting plains of Virginia, and reaches (55 miles from Washington) FREDERICKSBURGH, one of the oldest towns in Virginia, dating from 1728. It is situated on the River Rappahannock just below a fall. The traveller will remark on approaching the town, the extensive cemeteries in which are buried several thousands of the soldiers who fell in the memorable and disastrous battle of Fredericksburgh, fought here on December 13th, 1862, between the Northern Army under General Burnside and the Southern army under Lee and Stone-

wall Jackson. The former was repulsed with terrible slaughter. Many traces of this memorable battle still exist, the trains on the railway passing over the very ground where General Meade, with ten thousand men, made his attack on Jackson's corps and attempted to seize the heights above the river where the Southern army was posted. Many houses in the city still show marks of shot. George Washington was born in Westmoreland County, close to Fredericksburgh. In the Confederate cemetery a monument has been erected in commemoration of the dead who fell in the battle referred to.

Leaving Fredericksburgh, our route passes through a level and fertile region, by several small towns and reaches (116 miles) RICHMOND (Hotels: *St. James's, Ballard, Ford's*; population, 53,000). The city is situated on the James River, 150 miles from its mouth. It occupies a picturesque situation, being built on Richmond and Shockoe hills, which are separated by Shockoe Creek. It is regularly laid out and well built. It was the capital of the so-called Confederate States. The STATE CAPITOL is on Shockoe Hill, in the centre of a park of eight acres. It is an imposing building in appearance, with a portico of Ionic columns. In its central hall is Houdin's famous statue of Washington.

In the Capitol grounds is an equestrian STATUE OF WASHINGTON, by Crawford. This consists of a bronze horse and rider, of gigantic size, rising from a pedestal of granite, and surrounded by bronze figures of Patrick Henry, Thomas Jefferson, John Marshall, George Mason, Thomas Nelson, and Andrew Lewis. It is considered the most beautiful statue in America. In the Capitol Square is also a marble statue of Henry Clay. The City Hall, Gover-

nor's House and Custom House are fine buildings. The Brockenborough House, which was the residence of Jefferson Davis when he was President of "The Confederate States," the *Libby Prison* and *Castle Thunder*, noted prisons during the war, now used as warehouses, are objects of interest to tourists. The services at the African church are interesting.

The falls of the James River afford enormous water-power, and there are immense factories, including cotton, iron, and tobacco factories, flouring mills, furnaces, &c., &c. Holywood Cemetery possesses great natural beauty, and is handsomely laid out and ornamented. President Monroe is buried here.

In April, 1865, the city was fired by the Confederates to prevent the tobacco warehouses and public stores from falling into the hands of the Federal army. This resulted in the destruction of a large part of the business section of the city, one thousand buildings having been destroyed, involving a loss estimated at over \$7,000,000. The burned district has been in great part rebuilt, and the city is now in a prosperous condition.

Leaving Richmond our route extends through a fine country largely devoted to the culture of tobacco, and reaches (139 miles) PETERSBURGH, an old and pleasant town on the south bank of the Appomattox River. It has an extensive water power, and formerly exported large quantities of flour and tobacco. The late war was most disastrous in its effects on the prosperity of the town. The neighbourhood was the scene of some of the most stirring events of the war during 1864 and 1865. It has been called "the last citadel of the Confederacy," the struggles here having been among the last and most important of the war.

Pursuing our route southward we pass Stony Creek and several smaller and unimportant stations, and reach (65 miles from Petersburg and 202 miles from Washington) WELDON (*Weldon House*), in the state of North Carolina. It is an important railway centre and a place of considerable trade. It is at the head of steamboat navigation on the Roanoke River, and is distant 96 miles from the capital of the State, Raleigh. It is a favourite resort for sportsmen, the vicinity abounding in water-fowl. Proceeding southward we remark the pine lands for which this state is noted, and which form one of its chief sources of wealth. We pass several unimportant towns, including Tarboro and Goldsboro, and reach, 162 miles from Weldon and 365 miles from Washington, the important city of WILMINGTON (*Hotel: Purcell House*). It is the chief commercial city of North Carolina. It is on the Cape Fear River, twenty miles from the Atlantic Ocean. Forts Fisher and Caswell, at the mouth of the river, were the scenes of memorable events during the late war. The former was captured by the Northern troops on the 15th of January, 1865. For a long time during the war Wilmington was one of the principal ports visited by blockade-runners from British ports. For years these vessels succeeded in landing cargoes here in spite of the blockade.

The route here crosses the river and extends across a most uninviting region, through pine swamps and plains, to FLORENCE, South Carolina, 102 miles from Wilmington, 463 miles from Washington, from which point the railway extends southward to Charleston, and westward to Augusta and Columbia. From Florence to Charleston the railway passes through a country of great fertility, chiefly devoted to the culture of cotton.

CHARLESTON, 102 miles from Florence, 565 miles from Washington (*Hotel: Charleston Hotel*), is the metropolis of South Carolina and the most prosperous city of the Southern States. It is 7 miles from the Atlantic Ocean, at the junction of the Ashley and Cooper Rivers, which form a spacious harbour with a depth of 17 feet. The city is regularly laid out and is well built. It has no imposing edifices, but several of the churches are interesting, the principal being St. Michael's and St. Philip's, both of which were damaged by the artillery of the besieging army in the late war. St. Finbar's Cathedral (Catholic), an elegant edifice, was destroyed during the great fire of 1862, and is still in ruins (1875). The other buildings worthy of note are the City Hall, Court House, the old Post Office, and the Custom House. Strangers will do well to visit the Market House, in which a majority of the dealers are negroes. A fine view of the city, harbour, and surrounding country may be had from the spire of St. Michael's Church.

At the entrance of the harbour is Castle Pinckney. A little south is Fort Ripley, a small square work, built in 1862. On the sea-line is Fort Moultrie, famous for beating off and nearly destroying the British fleet in 1776.

Within the harbour the most conspicuous object, and the one also of commanding interest, is the ruined walls of FORT SUMTER. This fort once constituted the chief defence of Charleston; and must always be famous as the theatre on which was enacted the opening scene of the great civil war of modern times. The fort is octagonal, of solid masonry, and stands in the middle of the harbour. The armament consisted, at the time of the attack, of 140 guns. "It was occupied by Major Anderson

on December 26, 1860, and at noon of the 27th the Union flag was hoisted over it. On the 11th of January following, Governor Pickens demanded a surrender of the fort, which being refused, preparations were commenced to attack it."

"On the 12th day of April, at half-past four o'clock in the morning," says a Southern writer, "fire was opened upon Fort Sumter by the Confederates. The firing was deliberate, and was continued, without interruption, for twelve hours. The iron battery at Cumming's Point did the most effective service, perceptibly injuring the walls of the fortification, while the floating battery dismounted two of the parapet guns. The shell batteries were served with skill and effect, shells being thrown into the fort every twenty minutes. The fort had replied steadily during the day. About dark its fire fell off, while ours was continued at intervals during the night. The contest had been watched during the day by excited and anxious citizens from every available point of observation in Charleston—the battery, the shipping in the harbour, and the steeples of churches—and as night closed, the illuminations of the shells, as they coursed the air, added a strange sublimity to the scene to men who had never before witnessed the fiery splendours of a bombardment. The next morning, at seven o'clock, the fort resumed its fire, doing no damage of consequence.

"A short while thereafter, the fort was discovered to be on fire, and, through the smoke and glare, its flag was discovered at half-mast, as a signal of distress. The Federal fleet, which was off the bar, contrary to all expectations, remained quietly where it was; they did not remove from their anchorage or fire a gun. In the meantime, the conflagration, which had seized upon the officers' quarters

and barracks at the fort, continued ; it no longer responded to our fire, which was kept up with an anxious look-out for tokens of surrender ; its garrison, black and begrimed with smoke, were employed in efforts to extinguish the conflagration, and in some instances had to keep themselves lying upon their faces to avoid death from suffocation.

" During the height of the conflagration, a boat was dispatched by General Beauregard to Major Anderson, with offers of assistance in extinguishing the fire. Before it could reach the fort, the long-expected flag of truce had been hoisted ; and the welcome event was instantly announced in every part of the city by the ringing of bells, the pealing of cannon, the shout of couriers dashing through the streets, and by every indication of general rejoicing."

The present condition of the work sufficiently attests the warmth of the second attack, August, 1863.

The environs of Charleston are very charming. Strangers generally drive up the Ashley River to Drayton Hall and Middleton Place, the latter one of the finest plantations in the State. *Magnolia Cemetery* is another spot usually visited by tourists.

CHARLESTON TO SAVANNAH.

The route runs along the coast, but not in sight of the ocean. The distance between the two cities is 104 miles. The following brief description of the route is extracted from a recent description in a daily journal :—

" The railway from Charleston to Savannah was destroyed during the war, and has been in operation for little more than a year. Its route is within a few miles of the coast line, and it passes through many of the sea-board and lowland towns and villages of the State. As a consequence, the entire journey is made among some

of its wildest and richest scenery. For miles the rails are laid on piles, passing through marsh and morass, and crossing swift-rushing, dirty streams, dignified by the name of rivers, and baptized with unpronounceable Indian names. But it is in regions of this nature that we find the wildest, grandest, and most tropical vegetation. By one of Nature's freaks, in this country of miasmas, fevers, and excessive heat, where, in the summer months, the negro alone can live, she has been most lavish in her gifts. Extensive pine forests, the lofty cypress, wreathed and bedecked with garlands of gray moss ; the bay and the laurel, covered with the vines of the wild grape or ivy ; huge oaks that have stood the wear and tear of centuries, line the road on either side. Noble avenues are created by these forest giants, and pendent from their stalwart limbs hang long festoons of moss and vine, dimly veiling the vista beyond. Flowers grow in profusion, and give variety and beauty to the green shades of the leaves and plants. The cane-brake, growing to a height of ten, twelve, and fifteen feet, forms a quasi barrier, protecting the neighbouring regions from the incursions of man or beast, and, 'neath the shadow of the overhanging boughs, the ill-shapen alligator retires from the muddy waters of his river home. I thought I had seen some pretty good samples of Southern scenery before, but I am compelled to yield the palm of superiority to the views along this road."

SAVANNAH (769 miles from Washington, 1,009 miles from New York ; population, 35,000 ; hotels : *Pulaski House, Screven House*), is the chief city of Georgia. It is situated on the south bank of the Savannah River, 17 miles from the Atlantic Ocean. The city is regularly laid out, the streets, running east and west, and

north and south, and crossing at right angles, are of various widths, the streets which run east and west being alternated with parallel narrower streets, and each block intersected with lanes 22 feet in width. "The streets running north and south are of nearly uniform width, every alternate street passing on either side of small public squares, or plazas, varying from $1\frac{1}{2}$ to three acres in extent, which are bounded on the north and south by the narrower streets, and intersected in the centre also by a wide street. These plazas, 24 in number, located at equal distances through the city, handsomely enclosed, laid out in walks, and planted with the evergreen and ornamental trees of the South, are among the distinguishing features of Savannah, and, in the spring and summer months, when they are carpeted with grass, and the trees and shrubbery are in full flower and foliage, afford delightful shady walks, and play-grounds for the children, while they are not only ornamental, but conducive to the general health by the free ventilation which they afford. They have been well called the lungs of the city. Upon the large 'trust-lots,' four of which front on each of these squares, two on the east and two on the west, many of the public edifices and palatial private residences of Savannah are built."

A distinguishing feature of the city is its abundance of shade trees and shrubbery, which have given to it the name of the "Forest City."

The chief churches are St. John's, Christ's, Independent (Presbyterian), and Trinity. The latter stands in St. James's Square, where John Wesley once preached.

The principal public buildings are the *Custom House*, *Court House*, *Theatre*, and *St. Andrew's Hall*. A fine view of the city and environs

may be had from the tower of the *Exchange*.

One of the most attractive places of public resort is *Forsyth Park*. In *Monument Square* is the beautiful *Doric Monument*, to the memories of Generals Green and Pulaski, the corner-stone of which was laid by Lafayette, in 1825.

There are many pleasant drives in the environs, among which may be mentioned those to *Thunderbolt*, *White Bluff*, *Isle of Hope*, and *Vernon*. The most popular drive is that to *Bona-venture Cemetery*, about four miles from the city. It is remarkable for its fine avenues of live oak trees and its splendid foliage.

ROUTE 29.

WASHINGTON TO SAVANNAH,
VIA RICHMOND, DANVILLE,
AND COLUMBIA.

(THE "PIEDMONT AIR-LINE.")

From Washington to Richmond the route is the same as that described in Route 28, above.



LEAVING Richmond by the Richmond and Danville Railway, we cross the James River and reach *Burkeville* (53 miles). It was at this point that the Northern army arrived in April, 1865, in advance of that of the South, which was aiming to reach the same point. Its arrival here forced the Southern army to fall back toward Lynchburgh, and led to the surrender of the latter at Appomattox

Court House on the 10th of April, 1865.

The country along this railway is renowned for its excellent tobacco crops. *Roanoke* (90 miles) was long the residence of John Randolph, the

special attractions. *CHARLOTTE* (282 miles; *Hotel: Mansion*) is a fine town, the centre of the gold mining region of North Carolina, and the seat of a government assay office. From Charlotte to Columbia is 110 miles.



PULASKI MONUMENT.

famous Congressional orator. *DANVILLE* (141 miles) is on the Dan River, in the midst of a famous tobacco region. *GREENSBORO*, in North Carolina, is also the centre of a large trade in tobacco.

Salisbury is a fine old town without

COLUMBIA (*Hotel: Nickerson House*) is the political capital of South Carolina. It is a handsome town, remarkable for its shaded streets, fine residences, abundance of flowers, and delightful environs. The Capitol, not yet completed, is designed to be

one of the finest in the Union. The greatest portion of the business part of the city was burned at the occupation by General Sherman, the latter claiming that the fire was started by Southern people. The State Penitentiary is here. Charleston is 137 miles from Columbia. Eighty-six miles further on is AUGUSTA (*Hotel; Planters*; population, 16,000). This is one of the most beautiful towns in the South. It is on the Savannah River, 230 miles from the ocean, and at the head of navigation. The principal streets are wide, and some of the private residences are very elegant and are almost invariably surrounded by beautiful gardens.

The Masonic Hall, Odd Fellows' Hall, and Opera House are fine buildings. The City Cemetery is handsomely laid out and adorned.

The route from Augusta to Savannah is *viâ* Millen, where the Georgia Central Railway branches, one branch going to Augusta, the other to Macon. The distance from Augusta to SAVANNAH is 132 miles. The section is thickly populated, but possesses few features of interest to tourists. The only town of importance on the way is MILLEN (53 miles from Augusta), where trains stop for refreshments. Ninety miles west of Millen and 187 west of Savannah is MILLEDGEVILLE, formerly the capital of Georgia. Twenty-two miles further on is MACON, one of the most prosperous towns of the State, with a population of nearly 15,000. It is a beautiful city, abounding in wide shady avenues, and has several fine public buildings. The environs are very attractive.

For description of Savannah, *see* Route 28, above.

ROUTE 30.

NEW YORK OR WASHINGTON TO FLORIDA.

FLORIDA, to which so many Northerners resort in winter for health and pleasure, may be reached by railway *viâ* Savannah (see Routes 28 and 29 above), or by steamer from New York. Lines of steamers from Savannah land passengers at Jacksonville, and connect with all the towns on the St. John's River. The greatest number of tourists go by railway to Savannah and thence by the Atlantic and Gulf, Florida branch, and Jacksonville, Pensacola, and Mobile Railway, which is the route herein described.

Having reached Savannah by either of the routes above described (Routes 28 and 29), the traveller pursues his journey to Jacksonville, Florida, by railway, distance 263 miles. Leaving Savannah the route crosses at Ways station (16 miles) the Ogeechee River. In this neighbourhood are extensive rice plantations. Passing Fleming Johnston (46 miles), Tebeauville (97 miles), the latter station being near the great Okefonokee Swamp, and in a region abounding in game and fish, we reach DUPONT (131 miles) the junction of the Florida branch of the Atlantic and Gulf Railway. From this point the line runs south to LIVE OAK in Florida, 48 miles from Dupont and 179 miles from Savannah. Here we join the line of the Jacksonville, Pensacola, and Mobile Railway, which running almost due east, extends to Jacksonville 263 miles from Savannah. Leaving Live Oak we pass *Wellborn* (11 miles), a favourite resort for invalids. In the neighbourhood are

several small lakes abounding in fish. There are several hotels and boarding-houses where board may be had from \$7 to \$12 per week. Passengers for the White Sulphur Springs, eight miles distant, leave the railway here. Eleven miles further is LAKE CITY, a pleasant town of 2,000 inhabitants, close to which are several small lakes. Passing OLUSTEE and BALDWIN, the junction of the Florida Railway, which goes off south to Cedar Keys, we reach JACKSONVILLE (population 11,000; *Hotels*: see "HOTEL APPENDIX"). Charges at the hotels, \$20 to \$30 per week. Board in private houses, \$12 to \$25 per week. Much complaint is made of extortionate prices demanded by hotel and lodging-house keepers. Jacksonville is the chief commercial city of Florida. It is situated on the St. John's River, 25 miles from its mouth. It has an enormous trade in lumber, and its fruit trade is rapidly increasing. It is regularly laid out, its principal street, Bay Street, containing many fine shops. The bluff called La Villa affords a fine view. In winter thousands of visitors from all parts of the world crowd the hotels and give to the city a lively appearance. The neighbouring villages of Riverside, Reeds Landing, Alexandria and South Shore are reached by regular ferry-boat. Boats ply at regular and frequent intervals to all points on the St. John's River.

THE ST. JOHN'S RIVER.

This is among the most beautiful of the rivers of the South. It rises in the swampy region of central Florida, and flowing nearly north, empties into the ocean below Jacksonville, nearly 400 miles from its source. For nearly 150 miles from the sea it is about a mile and a half wide, though in some places it is as much as six

miles in width. Its banks are remarkable for the luxuriant vegetation which everywhere abounds. Orange groves are frequently seen, and there are many picturesque villages. Large steamers ascend as far as PALATKA (75 miles), and smaller ones convey passengers as far as ENTERPRISE (205 miles). Fare from Jacksonville to Enterprise, including berth and meals, \$9. Fares on local steamers about 4 cents per mile, meals \$1.

The first landing going up the river is Mulberry Grove (12 miles), a favourite resort of pleasure seekers. MANDARIN (15 miles), east bank, is a village of 150 inhabitants, and is noted as the winter home of Harriet Beecher Stowe, whose modest house may be seen near the shore a little to the left of the pier. HIBERNIA (23 miles), west bank, is much resorted to by invalids. MAGNOLIA, west bank (27 miles), has a fine hotel. In this neighbourhood alligators abound. GREEN COVE SPRINGS, west bank (30 miles), is one of the most frequented resorts on the river. (*Hotels*: *Clarendon, Union*.) It has a sulphur spring, which discharges 3,000 gallons per minute, at a temperature of 78 degrees. The water is said to resemble much that of Richfield Springs in New York. PICOLATA, east bank (45 miles), is an old town, a resort of visitors. TOCOR, east bank (57 miles), is the terminus of the railway which goes to ST. AUGUSTINE, distant fifteen miles across the country. The railway has recently been purchased by some enterprising New York capitalists and relaid with iron, and is now a steam road. It was formerly laid with wooden rails and operated by mules.

[ST. AUGUSTINE (*Hotels*: see "HOTEL APPENDIX"). There are numerous boarding houses.

This is the most attractive and interesting place in Florida; and here

the visitor can enjoy a mild, genial climate, agreeable society, and most of the comforts of home.

In 1565, Menendez, having landed in Florida, and massacred the Huguenot colony at Fort Carolin, proceeded to found St. Augustine, the first permanent settlement on the continent. The Spaniards held possession nearly two hundred years, when Spain ceded Florida in 1763 to Great Britain. Twenty years later, England gave back the peninsula; Spain holding it until 1819, when Florida was purchased by the United States.

St. Augustine, with its narrow, crooked streets, and ancient buildings with projecting balconies, presents the appearance of an old Spanish town. All but the modern buildings are constructed of coquina, a natural concrete, in itself a great curiosity. The Cathedral is curious, whilst the old Spanish fortress, San Marco, is by far the most picturesque object on the continent. It is reached most agreeably from the Plaza, by a broad sea-wall, constructed along the whole face of the city by the United States Government; and when seen by moonlight, only the ruins of the English Abbeys can compare with it in beauty.

There are some beautiful drives in and about St. Augustine, and several fine orange groves, worthy of a visit. The sea-wall affords a magnificent promenade, and is the favourite resort. Boating on the beautiful bay, on which the town is situated, is both safe and agreeable, whilst the fishing is excellent; the Spanish fishermen are always open to charter, and know just when and where to go to secure a catch.

Many wealthy Northern families have, since the war, purchased or built winter residences here; and St. Augustine promises to become a Southern Newport.]

Proceeding up the river from Tocoli, several small towns are passed, and we reach (75 miles) PALATKA. (*Hotels: Putnam, St. John's.* Population, 1,200.) In the neighbourhood great quantities of oranges are grown. The river becomes narrower at this point, and smaller steamers are taken for the upper part of the river. On leaving Palatka the great beauty of the upper St. John soon becomes apparent. The river was named by the Indians, Welaka—a chain of lakes—for such it really is; magnificent sheets of water, connected by narrow links of river, bordered by a splendid growth of almost tropical vegetation. Of these, Lake George and Lake Monroe are the most important, each about twenty miles long, and from five to ten in width. The whole passage from Palatka to Enterprise is most agreeable, the scene changing at every moment, and its novelty being indescribable.

Wilaka (95 miles) on the east bank, is near the entrance to Dunn's Lake, and the mouth of the Oklawaha River, which latter is much resorted to by tourists for its wild scenery. Near this place is the remarkable SILVER SPRING. It is so large that boats float upon its surface, and the transparency of the water is so great that the bottom of the spring may be seen eighty feet below the boat. Soon after leaving Wilaka we enter Little Lake George, and soon after *Big Lake George*, one of the most beautiful sheets of water in the world. It is 12 miles wide and 18 miles long. In the lake is an island known as Rembrandt Island, containing about 1,700 acres. It has one of the largest orange groves in Florida. Passing Volusia, the site of an old Spanish town, we reach, ten miles farther on, BLUE SPRING, and after stopping at MELLONVILLE (200 miles), a busy landing on Lake

Monroe, we reach ENTERPRISE (205 miles). (*Hotel: Brock House.*) This is a favourite rendezvous of sportsmen and the starting point for hunting and fishing excursions to the upper lakes and Indian River. Small steamers run from Enterprise to Salt Lake, 60 miles, which latter place is the nearest point to Indian River. This river is properly a bay, separated on one side from the St. John's by a strip of land six miles wide, and from the Atlantic Ocean by a strip of land. From the Atlantic side, it can be reached through Indian River inlet, by vessels drawing four to five feet of water; and sportsmen sometimes make the trip from St. Augustine in a Minorcan vessel. The Indian River holds undisputed pre-eminence as the best fishing ground on the continent; its waters at all times being perfectly alive with an endless variety of fish; whilst turtles, lobsters, oysters, &c., are found on every side.

EVERGLADES.

Indian River is the highest accessible point of interest of the St. John's region; small steamers have reached Lake Washington, in the swamps, beyond which are, no doubt, hidden the sources of the river; to the southward lie Lake Okechobee, and the Everglades, the prominent feature of Southern Florida.

The Everglades form a very remarkable shallow lake, stretching nearly across the peninsula; with limestone bottom and borders. It contains numerous islands, many of them of excellent soil, and covered with trees; a few Indians, a remnant of the Seminoles, live on these islands, cultivating corn and vegetables, which they sometimes bring for sale to Biscayne Bay, on the Atlantic coast. Tiger Tail, their chief, is now over ninety years of age.

OCKLAWAHA RIVER.

At Palatka, the large steamers connect with steamers for the Oklawaha River, one of the most beautiful streams of Florida. At times the steamer has barely room to pass between the banks, whilst the trees form an evergreen arch overhead, festooned with moss and flowering vines, and presenting a most beautiful appearance. The Ocklawaha boats run to Lake Harris (230 miles), reaching one of the most fertile portions of the State, where sugar-cane, cotton, corn, and tobacco, flourish in great perfection, whilst oranges, lemons, citrons, and bananas are successfully raised.

EXCURSIONS.

From St. Augustine and Enterprise, numerous pleasant expeditions may be made with perfect safety, into an almost unexplored country, abounding in fish and game; and one's time, whether in a sojourn of a few weeks, or during an entire winter, be most agreeably occupied in Florida.

ROUTE 31.

WASHINGTON TO THE NATURAL BRIDGE AND THE VIRGINIA SPRINGS.

 THE route is from Washington to Alexandria, and thence by the Orange and Alexandria Railway to Gordonsville on the Chesapeake and Ohio Railway, and thence to Goshen, the station for the Natural Bridge, and by the same railway to the White Sulphur Springs Station.

Leaving Washington we pass (7.

miles) ALEXANDRIA, hereinbefore described. Fairfax (24 miles) was occupied in June and July, 1861, by the Southern army, which fell back at the approach of the Northern army to *Bull Run*, near MANASSAS (34 miles), where was fought in July, 1861, the first great battle of the late war, which resulted in the repulse of the Northern army and its retreat to Washington. The battle ground is three miles from Manassas Station. The second battle of Manassas, August 29, 30, 1862, was fought on nearly the same ground, Gen. Lee being in command of the Southern army and Gen. Pope of the Northern. CATLETTS (45 miles), WARRENTON (47 miles), and CULPEPPER COURT HOUSE (69 miles), are all the scenes of important events during the late war, this part of Virginia having been for a long time the scene of constant battles, raids, and skirmishes between the forces of the two parties. GORDONSVILLE (69 miles) is the point of junction with the Chesapeake and Ohio Railway. It is a busy town and an important railway centre. CHARLOTTESVILLE (117 miles) is the seat of the University of Virginia, the buildings of which are visible from the railway. Near it is Monticello, the home of Thomas Jefferson, where also he is buried. STAUNTON (156 miles) is the starting-point for Madison Cave, Augusta Springs, and other places of interest in this region. GOSHEN (188 miles). Here passengers for the NATURAL BRIDGE leave the rail and proceed by stage, about 35 miles. This great natural curiosity spans the chasm in which flows a small creek. It forms an arch, the top of which is more than 200 feet above the stream which flows through it. The top of this arch or bridge is on a level with the adjacent plain. The arch is from 40 to 60 feet in thickness, and is 60 feet wide, the span 90 feet.

Sixty miles beyond Goshen, near the railway, are the famous WHITE SULPHUR SPRINGS of Virginia. In the vicinity of the route along which we have passed are a great number of medicinal springs, hundreds in number, some of them much frequented by visitors and known together as the Virginia Springs. Even a brief description of them all would compel us to greatly exceed the limits of this work.

ROUTE 32.

WASHINGTON TO NEW ORLEANS VIA LYNCHBURGH, KNOXVILLE, CHATTAHOOGA, AND JACKSON.

For a description of that part of the route between Washington and Charlottesville see Route 31 above.



LEAVING Charlottesville, we pass one or two small stations, and reach LYNCHBURGH (178 miles from Washington). It is a town of considerable trade, but of no especial interest to the tourist. Leaving Lynchburgh, we pass through an agricultural region, stopping at several unimportant stations, and reach JONESBORO, Tennessee, 204 miles from Lynchburgh, and 404 from Washington. It is a small town, one of its claims to distinction being that it was the home of ex-President, Andrew Johnson. The next point of interest is KNOXVILLE (505 miles). Population, 11,000. A handsome town on the Holston River. It is the seat of the East Tennessee Uni-

versity and the State Asylum for the Deaf and Dumb, both institutions possessing fine edifices. Passing several places of little interest, we reach

war, its position rendering its occupation desirable to both the contending parties. Close by and overlooking the town is the famous *Lookout Mountain*.



THE NATURAL BRIDGE.

(618 miles) CHATTANOOGA. (*Hotels:* see "APPENDIX"). It is a place of considerable importance as a railway and manufacturing centre. It is on the Tennessee River. It was the scene of severe conflicts during the

war, rising 1,400 feet above the plain. Here was fought on November 22, 1863, the *Battle of Lookout Mountain*. It was literally "fought above the clouds." The environs of the town are picturesque and attractive. Great

quantities of coal and iron are found in the neighbourhood. Leaving Chattanooga, the next town of importance is HUNTSVILLE (725 miles), Alabama, a beautiful place of 5,000 inhabitants; it is 725 miles from Washington. Decatur; Tusculumbia (792 miles), and CORINTH, Mississippi, the junction of the Mobile and Ohio Railway. GRAND JUNCTION (885 miles), where the Memphis and Charleston Railway connects with the Mississippi Central Railway, over which latter we pursue our route southward.

Leaving Grand Junction, which is merely a junction station, and pursuing our course towards New Orleans, we pass several towns of some consequence, but of no great interest to tourists. HOLLY SPRINGS (912 miles) is a beautiful town with several well-known institutions of learning. It is much resorted to by tourists. Grenada (985 miles), on the Yallobusha River, and Canton (1073 miles), are passed before reaching JACKSON (1097 miles). (*Hotel: see "APPENDIX."*) Pop. 4,500. This is the capital of Mississippi. It is on the Pearl River. It is not a very attractive place, but possesses some fine public buildings, among which are the State Capitol, Governor's House, and Lunatic Asylum.

We now pass through a level and uninteresting country, passing few important towns, and reach (1279 miles) NEW ORLEANS. (*Hotels: see "HOTEL APPENDIX."*) Population 190,000. This is the commercial metropolis of the South, and the largest cotton market in the world. It is situated on the Mississippi River about 100 miles from the Gulf of Mexico. Besides its enormous trade in cotton it receives from the country, along the Mississippi and its tributaries, enormous quantities of sugar, tobacco, flour, &c., &c. It has be-

sides an enormous import trade, reaching to near \$20,000,000 per annum. The site of the city is low, being below the level of the river and protected by levees. The streets are generally wide and there are many elegant public and private edifices. Canal Street, the chief thoroughfare, is wide and is lined for two miles from the river with fine shops and residences. Several of the churches are large and handsome structures. The Custom House, designed to be one of the largest government buildings in the country, is still unfinished, and presents anything but an attractive appearance. The city has several parks and squares, the largest being the New City Park, containing about 150 acres. Jackson Square on the river in the old part of the town is a pretty but small enclosure, and contains an equestrian statue of Andrew Jackson.

The city has many benevolent and literary institutions. The cemeteries are remarkable, the remains of the dead being placed in recesses built in heavy walls and piled tier upon tier. Interments in the earth are impossible owing to the fact that the water is so near the surface that no stable burial place can be found. Besides the equestrian statue of Jackson above referred to, there is a statue of Henry Clay in Canal Street, which is a faithful representation of the great Kentucky statesman.

New Orleans has been the scene of remarkable events, its capture by Farragut, and its occupation by General Butler being among the most remarkable achievements of the late war.

ROUTE 33.

CHARLESTON TO AUGUSTA,
ATLANTA AND MOBILE.



CHARLESTON and Augusta have both been described in Route 29 above. The only town of interest in the 137 miles which separates the two cities named, is AIKEN (120 miles). (*Hotel: The Highland Park Hotel.*)

It is a small town, but is rapidly increasing in population, it having become a popular resort for persons suffering from pulmonary diseases. It possesses a mild and exhilarating climate, and its position and surroundings fit it to become a safe and popular resort for invalids. AUGUSTA (137 miles), *before described*. Leaving Augusta we pass several unimportant places and reach (308 miles from Charleston) ATLANTA, (*Hotel: H. I. Kimball House, National*). This is a comparatively new town, and owes its importance in the first instance to its having been made the point of junction of several railways, and to the subsequent removal to it of the State Capital of Georgia. It possesses very few attractions to the tourist. The City Hall is its best edifice. It has an Opera House, Medical College, and Colored University. From Atlanta to West Point (87 miles), and thence to MONTGOMERY, Alabama, the route possesses no great interest. MONTGOMERY (*Hotel: Exchange*) is a beautiful city, with a population of about 12,000, on the Alabama River. It is the capital of Alabama, and was

for four months the capital of the so-called Southern Confederacy. The State House is a fine edifice, and several of the churches are large and imposing buildings. There is little of interest beyond Montgomery until we reach (669 miles from Charleston), MOBILE. Population 36,000. (*Hotel: Battle House.*)

The city is pleasantly situated on a bay at the mouth of Mobile River and 30 miles from the Gulf of Mexico. It has a large trade in cotton. Many of the private residences are handsome, but there are few public attractive buildings and few objects of interest to tourists.

Distance from Mobile to New Orleans by railway, 140 miles.

ROUTE 34.

LOUISVILLE TO NASHVILLE
VIA THE MAMMOTH CAVE.

Louisville is described in Route 20.



LEAVING Louisville, our route passes several railway junctions, and reaches MUMFORDSVILLE (74 miles) a place of resort on the Green River. The next place of note is CAVE CITY (85 miles; *Cave Hotel*.), the nearest point on the railway to the famous MAMMOTH CAVE, the distance from the station to the cave being 9 miles. This remarkable cavern, or series of caverns, is the most extensive as well as most interesting in the world. It is many times more extensive than the great cave of Adelsburg in Austria. It is said that one might travel in the Mammoth Cave a distance of 200 miles if one followed all its turnings

and avenues. Visitors incur no danger whatever in visiting it, though guides are required, and the exploration is laborious. Among the remarkable spots visited, are the following in the order in which they are generally seen:

Audubon's Avenue, a mile long and 60 ft. high; *the Grand Gallery*, several miles long; *the Rotunda*; *the Church*, a splendid chamber 100 ft. in diameter and 65 feet high, with a natural pulpit; *Gothic Avenue*, 2 miles long; *Louisa's Bower* (!); *Vulcan's Smithy*.

Gothic Chapel, a beautiful chamber with massive and elegant columns:

The Devil's Arm Chair, a massive stalagmite with a recess for a seat. *The Lover's Leap* is a pointed mass of rock extending nearly 100 feet into a large rotunda; *the Ball Room*, with natural orchestra; *Giant's Coffin*.

The *Star Chamber* is a magnificent chamber, the ceiling of which is covered with particles of some sparkling mineral resembling stars. With Bengal lights and rockets, wonderful effects are produced in this chamber, the most attractive feature of the cave. We now reach *Wright's Rotunda*, with roof 400 ft. high, unsupported; *The Black Chambers*, with rocks resembling ruins. Beyond are an infinity of chambers and curious objects with fanciful names. The route usually passed over by tourists, from the mouth of the cave to the *Mailstrom*, is 9 miles. There is a *River Styx* and a *Lethe Lake* to be crossed; a boat ride is had on *Echo River*, which runs three-fourths of a mile within the cave.

The air of the cave is everywhere pure, the temperature agreeable, it has an abundance of fresh pure water, and is quite free from reptiles.

There is nothing of especial interest after leaving Cave City, until we reach (185 miles) NASHVILLE. Population 26,000. This is the capital of

Tennessee, and is a beautiful city. It is situated on the Cumberland River, in a region remarkable for its healthfulness, the town is handsomely laid out and well built, its private residences being especially elegant. The Capitol is one of the largest and most beautiful public buildings in the United States. The State Lunatic Asylum and Penitentiary are located here. The University is a prosperous school,—the city has two theatres.

ROUTE 35.

ST. PAUL TO NEW ORLEANS.

BY THE MISSISSIPPI RIVER.

Distances:—St. Paul to St. Louis, 820 miles; St. Louis to Cairo (mouth of Ohio River), 182 miles; Cairo to New Orleans, 1,028 miles. Total distance from St. Paul to New Orleans, 2,028 miles.

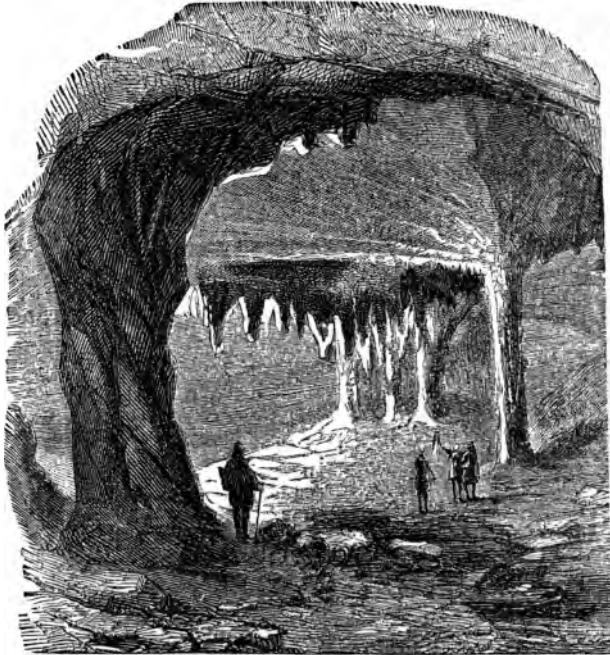
The more important places are as follows:

ASTINGS, Minnesota (32 miles), at the mouth of the Vermillion River, with a fine water power. RED WING (64 miles), a fine town at the head of LAKE PEPIN, which latter is a widening of the river to the width of 3 miles for about 30 miles. It is regarded as the most beautiful part of the Mississippi River. The bluffs present in many places the forms of castles, etc. FRONTENAC (82 miles) is a favourite resort for pleasure seekers, huntsmen, and fishermen, the region abounding in fine fish and game of many kinds. Near the lower end of the lake is a remarkable promontory 400 ft. in height, which tradition assigns as the place where a beautiful Indian maiden (Winona),

whose parents prevented her union with the *brave* she loved, leaped down and was killed. Passing Lake City, and Wabashaw (112 miles), we

River empties into the Mississippi, just above La Crosse.

PRAIRIE DU CHIEN (290 miles, population 4,000), a fine town, is four



SCENE IN THE MAMMOTH CAVE.

reach (166 miles) WINONA, (population 8,500), a beautifully situated town and a great wheat mart.

LA CROSSE (206 miles) is an important town and railway centre, with some handsome buildings. The Black

miles above the mouth of Wisconsin River. It is an old town, and has a considerable trade. MCGREGOR (293 miles, population 2,800) is in Iowa, as are Clayton and Guttenberg, farther on, Cassville (326 miles)

is in Wisconsin. DUNLEITH (359 miles) is in Illinois, and is the western terminus of the Illinois Central Railway. DUBUQUE (360 miles), is a handsomely situated and finely built town of about 26,000 inhabitants. It is the largest city in Iowa. The Custom House, City Hall, and Market House, are fine buildings. LYONS, Iowa, is a handsome village with many fine streets and residences. It is but two miles above CLINTON, with which it forms almost a single town. The railway bridge of the Chicago and North Western Railway crosses the river at Clinton. We soon come in sight of DAVENPORT (pop. 26,500) on the Iowa side, and Rock Island on the Illinois bank (483 miles). Rock Island (population 8,000) is 2 miles above the mouth of Rock River, and takes its name from an island 3 miles in length just above the town. (This place and Davenport are described in Route 11, p. 75.) MUSCATINE (513 miles) is a pleasant town with a considerable trade in lumber. BURLINGTON (565 miles), population 20,000 (see p. 77). NAUVOO CITY (597 miles) is noteworthy as the first seat of the Mormon church in the West (see p. 96, for an account of the Mormons). KEOKUK (612 miles) is in a beautiful situation, is well built, and has a large trade. QUINCY (656 miles) is a beautiful city, on a bluff more than 100 ft. above the river (see p. 127). ALTON (795 miles, see p. 126) is the last large town before reaching (820 miles) St. Louis, for description of which see p. 126.

Passing St. Louis, very little of interest is encountered before reaching the junction of the Ohio and Mississippi Rivers at CAIRO (1002 miles); population 12,000. This is an unattractive town, intended by its founders to become a great city. Owing to its unhealthy site, and the

fact of its being subject to inundations, it has never attained greatness. The Government Custom House and a few other buildings are very fine, but the place presents few attractions. It was an important centre of operations during the late war. COLUMBUS, Kentucky (18 miles below Cairo), and HICKMAN, are thriving places, with no especially interesting features. ISLAND No. 10 (69 miles) was the scene of a long siege, and was captured in April, 1862, by the Northern fleet. NEW MADRID (Missouri) and OSCEOLA, Arkansas (158 miles), are passed before reaching (166 miles) FORT PILLOW, the scene of the massacre by the Southern troops which has passed into history under the name of the "Fort Pillow Massacre." The next place of importance is MEMPHIS (245 miles from Cairo, 427 miles from St. Louis, and 1,247 miles from St. Paul), population 45,000 (*Hotels: Gayoso House, Worsham*). This city is finely situated on a bluff, and presents a beautiful and imposing appearance when seen from the river. The streets are wide and well-paved, wood being largely employed, and many of the public and private buildings are very elegant. The Theatre is one of the best in the Southern States. STERLING (316 miles) is at the mouth of the St. Francis River. HELENA (326 miles) is an uninteresting town which suffered much in consequence of the war, and has not yet regained its former position. It was nearly destroyed by fire in 1852. One hundred and sixty miles below Memphis we pass the mouth of the WHITE RIVER, the banks of which were the scenes of many battles during the war. NAPOLEON (422 miles) is at the mouth of the Arkansas River and has a considerable river trade. The mouth of the Yazoo River is soon passed (619 miles), a stream navigable for 300 miles, and we reach (631

miles) VICKSBURG (Mississippi), which presents a striking appearance from the river. Population 16,000, (*Hotel: Prentiss House.*) It has a large trade and is rapidly increasing in importance. The city was the scene of the memorable and protracted siege which resulted in its capture by the Northern army on July 4, 1863. The next place of importance is (747 miles) NATCHEZ, population 10,000. That portion of the city on the river is called Natchez-under-the-Hill, and presents the usual appearance of river landings. The chief part of the city is on the bluff, 200 ft. above the river. It is handsomely laid out in shaded streets and avenues, and is handsomely built. Sixty-five miles below Natchez we pass the mouth of the Red River, the third in importance of the tributaries of the Mississippi, the Missouri and Arkansas being longer. It is navigable for 2,000 miles at some stages of water; as far as Shreveport (Texas), 500 miles, it is navigable nearly the whole year. Passing Bayou Sara (852 miles), and BATON ROUGE (888 miles), formerly the capital of Louisiana, and a beautiful town, we reach, 1,026 miles from the mouth of the Ohio, NEW ORLEANS, described in route 32 above.

ROUTE 36.

TOUR OF LAKES ERIE, HURON, AND SUPERIOR.



THE tour from Buffalo or from Cleveland, on Lake Erie via Detroit and the Ste. Marie Canal to and across Lake Superior, is one of the most delightful as well as comfortable to be

made in America. A line of steamers carrying passengers, for whose comfort every provision is made, makes frequent trips in summer from Cleveland to the head of Lake Superior, stopping at all places of interest. The fares are very reasonable.

The distance from Buffalo to Cleveland by the lake is 185 miles; from thence to Detroit something over a hundred. On the way between the two places the beautiful Put-in-Bay Islands are passed, the scene of Perry's victory in 1813. One of the group, Kelly's Island, has an hotel, and is much frequented by tourists. The fishing in the neighbourhood is excellent. Soon after passing them we enter the mouth of the Detroit River which divides Canada from Michigan. DETROIT has been already described on page 69. The steamers remain here several hours. Soon after leaving Detroit we pass through Lake St. Clair, 25 miles long and about 20 miles in average width. The lake is very shallow, and a ship canal has been constructed through it.

Passing through the St. Clair River or strait between lake last named and Lake Huron, we pass PORT HURON, a busy and thriving town, and SARNIA opposite, on the Canadian shore. Two miles above is Fort Gratiot. Soon afterwards we enter LAKE HURON. This lake is about 250 miles in length and about 100 miles in width. About 80 miles from the lower end of the lake, on the west, is Saginaw Bay, near the head of which is Saginaw, near which are extensive salt works. Farther on, on the Canadian side, is Georgian Bay. Before reaching the Straits of Mackinaw at the head of the lake the steamer enters the St. Mary's River, the sole outlet of Lake Superior. It is 60 miles in length and contains more than 50 islands, which give a great charm to the scenery. SAUT STE. MARIE is situated

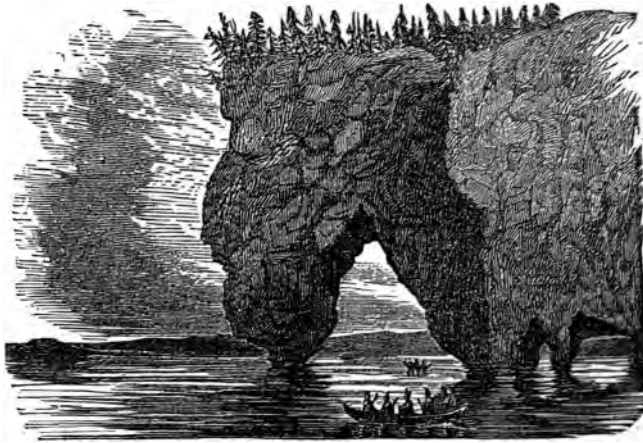
at the foot of the rapids of the same name, 362 miles from Detroit. It is a place of some trade in furs and fish, and is much resorted to by summer tourists, for its pure air and for the *fishing*. The RAPIDS extend for a mile, the fall being 20ft. Around them has been constructed the STE. MARIE SHIP CANAL, constructed by the State of Michigan, and completed in 1855. It is the sole water outlet for the enormous trade of the country bordering on Lake Superior. It is a little over one mile in length and 115 in width at the top, and 64ft. at the bottom, and has a depth of 12 ft. There are two locks. Tonquamenon Bay is entered before reaching the lake proper. This Bay is about 30 miles long. Passing between Whitefish Point on the south and Mamansee Point on the north we enter LAKE SUPERIOR. This great inland sea is the largest body of fresh water on the globe. It is 450 miles in length and has an average width of 65 miles, and its area is estimated at 30,000 square miles. Its height above tide water is 600 ft., the depth in places being 800 ft. It contains a great number of islands, the most important of which are: Ile Royal, the Apostles, Grand Island, St. Ignace, and the Pie Islands. The northern shore is the most picturesque, much of the scenery being bold and striking. After entering the lake, Point au Sable, 50 miles, is the first point reached. Twenty miles farther are the famous PICTURED ROCKS. They extend for nearly five miles and frequently rise 200 ft. almost vertically, above the level of the lake. The steamers generally pass in sight of these remarkable rocks, but it would well repay the curious to stop at Grand Island and visit them in a row boat. The GRAND PORTAL is their most remarkable feature. The main body of the

rock extends 600 ft. into the lake and is 200 ft. high. The Grand Portal is 100 ft. high and 165 ft. broad at the water.

Other rocks are SAIL ROCK, a mile beyond the Grand Portal, and MINER'S CASTLE. GRAND ISLAND is 120 miles from Saut Ste. Marie. It is a wild spot, and its vicinity affords the best *fishing* on the lake. MUNISING is a small town, with ample provision for visitors, on Grand Island Bay; near by are extensive ironworks. MARQUETTE, 175 miles from the Saut, is a well-built town, dignified by the name of city. There are great quantities of iron in the vicinity, and a large business is in shipping ores and in manufacturing iron. It is rapidly becoming a place of resort for invalids, and for sportsmen who wish to enjoy the fishing. The forests of the neighbourhood abound in *game* of all kinds. Houghton, Copper Harbour, Ontonagon, Bayfield (Wisconsin), and Superior City, are passed before reaching the head of the lake at DULUTH (*Hotel: Clarke House*). This city, which dates from 1869 and which has now an estimated population of 6,000, furnishes a remarkable instance of the rapid growth of Western towns. It is the terminus of the Northern Pacific railway, which though in difficulties must eventually be completed to the Pacific Ocean. It is connected also with St. Paul by direct railway, 150 miles. The trade of Duluth is very considerable, the receipts and shipments of grain being very great. Lines of steamers run to Buffalo and other points on the lower lakes. Duluth seems destined to become a very large city and one of the principal grain-shipping ports in the world. Some of the islands in the lake and the bays on the northern shore, afford fine fishing and shooting. This is

true of Ile Royal, an island destined to become a popular resort, and Nee-pigon Bay, abounding in fish and

surrounded by forests teeming with game, St. Ignace Island and Michipicoton Harbour.



THE PICTURED ROCKS, LAKE SUPERIOR.

ROUTE 37.

SAN FRANCISCO TO LOS ANGELES AND SOUTHERN CALIFORNIA.

Distance from San Francisco by the Southern Pacific Railway to Los Angeles, the chief city of Southern California, 471 miles. *Fare 28 dollars.* Time, 18 hours.



HE route between San Francisco and Lathrop is described in Route 13. (See also page 102 of this Guide Book.)

The completion of the Southern Pacific Railway to Los Angeles has

rendered easily accessible a large territory remarkable for its fertility and the variety of its natural productions, and offering to the seeker after health or pleasure the greatest attractions.

The principal stations after leaving Lathrop, are *Merced*, 140 miles from San Francisco; *Goshen*, 229 miles; *Tulare*, 239 miles; *Delano*, 270 miles; *Caliente*, 324 miles; *Mojave*, 370 miles; *Newhall*, 437 miles; and *Los Angeles*, 470 miles. (*Hotels: The Pico House, St. Charles, Grand Central.* There are several smaller hotels and a great number of private boarding houses.) Population in 1878, 18,000.

The city possesses few attractions in itself, it being chiefly interesting

as the chief town of a region largely resorted to by invalids and pleasure-seekers on account of its temperate and healthful climate.

It was settled by the Spaniards in 1780. It has a large interior trade, several banks, a college, public library, &c. Near the town is a high hill which commands a fine view over it. The town lies in a valley bounded on the west by hills extending from the Santa Monica Mountains, 40 miles distant, and on the east by the San Gabriel plateau. The climate is almost as mild as that of San Diego. Invalids here escape the winds, which blow along the coast. The nights are chilly, and it is not considered a desirable residence for persons with throat diseases. Along both banks of the river below the city extends a plain, with vineyards and orange-groves. It is the centre of the orange-growing business of California, and lemons, olives, and other tropical fruits are cultivated in the vicinity.

Not only is Los Angeles a prominent health resort, but near it are a large number of towns, Anaheim, 27 miles distant (*Hotels: Planters, Anaheim Hotel*), and others which share with it the patronage of strangers in quest of health.

From the NEWHALL station (see preceding page), stages convey passengers to SANTA BARBARA (80 miles), the most frequented of the health resorts of California. It may be reached also from San Francisco by daily steamer. Population in 1878, 6,200. It abounds in good hotels and boarding houses, the charges at which vary from \$7.00 to \$15.00 per week. The climate is exceedingly mild, the mean temperature for the year being 60.2°, that of summer being 69.58°, and that of winter being 53.33°. A recent visitor says of it, "there were not five days in the months of December, January and

February in which the tenderest invalid could not pass the greater part of the day out of doors with pleasure and profit." The same writer recommends invalids who wish to avoid all dampness, to find lodgings at *Montecito*, a suburb 2 or 3 miles distant, sheltered from the sea-breeze. The town consists of Spanish, Chinese and American "quarters." Of the latter a recent writer says, "Most of the cottages are really charming, and if some of them are a little overdone in ornamentation, the trouble is balanced by the real beauty which Nature affords in the gardens. Every plot of ground, no matter how small, has its row of orange-trees, its exotics, and its bed of native perennials. Roses abound summer and winter. The verbenas are cut down like grass thrice yearly, and spring up again stronger than ever. Sago, palm, Japanese persimmon, cacti of the rarest and most curious sort, grow freely, and so do the calla, the Spanish bayonet, and the great white-plumed pampas-grass. Vines of every sort flourish luxuriantly. Heliotrope climbs 20 feet high. The two predominating native trees of the place are the live-oak and the sycamore. But the people plant a little shoot of the Australian blue-gum (*Eucalyptus globulus*), and in two years it becomes a shade-tree 15 or 20 feet high. One of these trees, having a graceful, green-brown foliage, will rise in five years above the surrounding verdure like a Lombardy poplar, and the rows which in Santa Barbara meet the eye everywhere are very marvels of rapid and healthy growth. A little apart from the town, and in all directions, there are large farms and ranches hundreds of acres in extent, and upon these are dwellings about as rich and tasteful as one sees in the suburbs of Boston. They are surrounded by a hundred umbrageous retreats, and

are in all respects the results of the nicest taste.

Another noted health resort is SAN DIEGO, on a bay of that name, 455 miles from San Francisco, whence it is reached by steamer. Its climate resembles that of Santa Barbara, and it contains every facility for tourists and health-seekers. It may be reached also from ANAHEIM by stage (110 miles). SAN BARNARDINO, about 60 miles east of Los Angeles, from which place it is reached by stage in 8 hours, is a famous inland health resort, with excellent accommodations for tourists and invalids. It has a population of 4,500. Oranges, lemons and other tropical fruits grow here in great abundance.

It is not within the scope of this Guide Book to give details of the advantages possessed by this region over almost all other parts of the American Continent in an agricultural point of view. Its agricultural products are simply marvellous in variety and excellence.

One of the chief wonders of California to the visitor from abroad is the excellence and multitude of varieties, the large size, the fine colour, the abundance, and the long-continued supply of fruit. The mildness of the climate permits the trees to grow with great rapidity, and to bear early; and it enables the temperate and sub-tropical species to thrive side by side. The date palm has a range of six degrees in California, some old trees being found in latitude 38 deg. 30 min. north, and it would probably thrive as far north as 40 deg., in which latitude the orange lives in the open air. The pomegranate, the apricot, the nectarine, the fig, the olive, and the European grape, which are too delicate for Tennessee or North Carolina, extend through eight degrees of the State; and the guava, loquat, lime, lemon,

pineapple, and banana have ripened in the open air on the southern coast.

Southern California has become a favourite resort for pleasure-seekers, and to them it owes a large part of its increase in wealth and population within the last few years. The attractions for such visitors will increase with time, as the orchards of oranges, lemons, olives, figs, almonds and dates, the vineyards and the gardens become more extensive, and as the additional railroads and other improvements stimulate business and provide greater facilities for travel.

It is said that fevers and diseases of a malarial character carry off about one-half of mankind, and diseases of the respiratory organs one-fourth. From such diseases many of the towns of the Southern coast are remarkably free. The dryness of the atmosphere prevents malarious disease, and is also a great relief to consumptives. A comparison of the meteorological tables shows that the coast from Santa Barbara to San Diego has a better climate for consumptives than the famous Riviera or Mediterranean coast near Nice, which is considered the best place in Europe for them. It is claimed that Nice is not so good a climate as Southern California in the winter, and is much worse in summer.

The Southern Pacific Railway is completed to Yuma, 797 miles from San Francisco.

A line of railway twenty-two miles in length connects Los Angeles with Wilmington upon San Pedro Bay, upon the Pacific Ocean.

ROUTE 38.

ST. LOUIS TO HOUSTON,
GALVESTON, AND OTHER
PLACES IN TEXAS.

Distance by the "*St. Louis Arkansas and Texas*" line to Houston, 820 miles, to Galveston, 870 miles, to Austin, 825 miles.



HERE is very little of interest on the route before we reach the famous *Iron Mountain* (81 miles). This region is perhaps the richest in iron ore in the world. It is estimated that in a small space in the vicinity of *Iron Mountain* and *Pilot Knob*, there is ore enough to make two hundred million tons of iron.

Leaving *Iron Mountain* we pass through a country of no especial interest, and cross the dividing line between the *States of Missouri and Arkansas*, between the stations *Poplar Bluff* (166 miles), and *Moark* (186 miles). After passing many unimportant stations we reach (345 miles), *LITTLE ROCK*, the capital of *Arkansas*. Pop. 13,000. It is in a picturesque situation on the high bank or bluff of the *Arkansas River*, the largest tributary of the *Mississippi*, next to the *Missouri*. It is a town of considerable trade, and possesses some fine buildings, the most noteworthy being the *State House*. The *State Arsenal* and the *Penitentiary* are also here. The vicinity affords delightful drives, the scenery along the river being peculiarly fine.

Forty three miles beyond *Little Rock* we reach *Malvern*, from which place a branch railway goes off to the west (25 miles) to the famous *HOT SPRINGS of ARKANSAS*, a village of 1,600 inhabitants, situated in the valley of *Hot Spring Creek*, and surrounded

by a wild and mountainous country. The springs number no less than fifty, varying in temperature from 93° to 160° Fahrenheit. The waters are remarkably pure and clear; ample bathing accommodations have been built for the use of invalids. The waters are taken internally for diseases of the blood, and are tonic and aperient. Taken internally, and as baths, they have effected thousands of wonderful cures in cases of *rheumatism*, *rheumatic gout*, *mercurial diseases* and *diseases of the skin*. They are annually visited by thousands of sufferers, and the greater proportion of those who remain long enough to thoroughly test the efficacy of the waters are either cured or greatly benefited by their use.

Resuming our journey at *Malvern Junction*, we reach (490 miles) *TEXARKANA*, near which station we cross the *Arkansas State boundary* and enter the *State of TEXAS*. The first town of importance now reached is *JEFFERSON* (population 5,500), a thriving place, the centre of trade for *Eastern Texas*. Passing *Marshall* (564 miles), a town of considerable trade, whence a line goes off east to the thriving town of *Shreveport*, we reach (587 miles) *LONGVIEW*, whence the *Texas and Pacific Railway* goes off to the West. (Following the last named line we reach (45 miles from *Longview*) *MINNEOLA*, a thriving town, *Terrell*, and 118 miles from *Longview*, cross the *Houston and Texas Central Railway*, close to *DALLAS*, the chief town of *Northern Texas*, twenty two miles beyond which is *Fort Worth*).

Continuing our journey south, we reach (669 miles) *PALESTINE*, a prosperous town, the centre of a rich agricultural region. It was first settled thirty years ago, and has many fine public and private buildings. At *Palestine* one line of railway continues on to *Houston*, 152 miles from *Pales-*

tine, 820 from St. Louis, and to GALVESTON, 870 miles from St. Louis.

HOUSTON (population 13,500) is, next to Galveston, the most important city in Texas. It is a busy railway centre, and has a large trade in cotton, sugar, and other products of the State. Many of the public and private buildings are very fine. The situation of the town is considered healthful, and it is a resort for invalids.

GALVESTON (population 16,500) is the chief city of Texas. It is built on an island of the same name, thirty miles long and three miles wide, separating the harbour from the Gulf of Mexico. It has a large trade, and several lines of steam and other ships connect it with the chief ports of the United States and Europe. Many of the public buildings are very fine. The city is rapidly increasing in trade and population.

Returning to Palestine we continue by railway in a south-westerly direction (150 miles) to AUSTIN, population 5,000. It is finely situated on the north bank of the Colorado River, 200 miles from its mouth. The old State Capital occupies a conspicuous position. The city has large and well conducted Asylums for the Dumb, Blind, and Insane.

Seventy miles south of Austin is SAN ANTONIO (population 14,000), the oldest town in the State and the centre of a large trade with Mexico. There is a Government Arsenal here, many of the private houses are very fine. The Roman Catholic Cathedral is finest of the public buildings. The city is connected by railway with Austin and Galveston.

GENERAL NOTICE OF TEXAS.

Texas is bounded on the north by New Mexico and the Indian Terri-

tory, east by Arkansas and Louisiana, south by the Gulf of Mexico, and west by Mexico and New Mexico. It is the largest State in the Union, having a territory nearly six times as great as Pennsylvania. The general aspect of the country is that of a vast inclined plain gradually sloping from the mountains on the west, eastward to the sea, and intersected by numerous rivers, all having a south-easterly direction. The State may be divided into three separate regions, differing in many respects from each other. The first, or level region, extends along the coast with a breadth inland varying from 70 to 100 miles. The soil of this region is chiefly a rich pasture land. The second division, the largest of the three, is the undulating or rolling prairie region, which extends 150 to 200 miles inland, in wide grassy tracts, alternating with others that are thickly timbered. Limestone and sandstone form the common substrata of this region; the upper soil consists of a rich friable loam, mixed with sand, but seldom to such an extent as to prevent the cultivation of the most exhausting products. The third, or mountainous region, is situated chiefly in the south-west.

The surface of Texas is covered in most parts with luxuriant native grass, comprising, with the common prairie grass, the gama, musquite, wild clover, and wild rye, affording excellent pasturage.

The REARING OF LIVE-STOCK has been long the principal and favourite occupation of the Texan settlers; and many of the prairies are covered with a valuable breed of cattle, which scarcely require, and certainly do not receive, much more care and attention than the prairie deer. It is usually estimated that 100 cows and calves, purchased for \$1,000, will in ten years have increased thirty-six fold, thus numbering 3,600, worth \$36,000.

In the north the soil is especially adapted to the growth of wheat, the average yield of which is 21 bushels per acre. The wheat region embraces thirty counties, of which *Dallas* is the centre. Corn, oats, rye, barley, buckwheat, sorghum, potatoes, and many other crops are grown in profusion. Apples of good quality are abundant, as are peaches and the smaller fruits. Tobacco and rice are destined to become profitable crops.

"In point of climate," says Olmsted, "Texas claims to be called the Italy of America. The general average of temperature corresponds, and the skies are equally clear and glowing. The peculiarities over other climates of the same latitude are found in its unwavering summer sea-breeze and its winter northers. The first is a delightful alleviation of its summer heats, flowing in each day from the Gulf, as the sun's rays become oppressive, and extending inland to the farthest settlements, with the same steadiness. It continues through the evening, and is described as having so great effect that, however oppressive the day may have been, the nights are always cool enough to demand a blanket and yield invigorating rest."

The severe northers occur from December to April, and usually occupy not much over forty days. The rapid reduction of the temperature from 70° or 75° to 30° or 40°, and the driving wind, are keenly felt. When most cold and violent, and accompanied with rain and sleet, they sometimes cause considerable destruction among domestic animals exposed to their fury. These instances, however, are rare, and the shelter of a grove or hill, or even a good farm wall, is sufficient to prevent such consequences. They are regarded as healthful and invigorating; and, notwithstanding the sudden change of temperature

accompanying them, it is claimed that consumption does not originate in the region where they prevail.

HEALTH.—As in all new, warm, and highly fertile countries, the low, rich river bottoms—especially those of southern Texas, which are covered with a boundless profusion of semitropical vegetation—are not healthy to unacclimated persons. The higher lands between those rivers are usually considered healthy, where judicious dispositions are made by the emigrant; but the northern emigrant runs some risk of undergoing a "seasoning" course of chills and fever. The hilly regions of the west are as free from malaria as any other new countries we ever heard of—far more so, we judge, than were large portions of Ohio, Illinois, and Michigan when first settled.

PRODUCTS.—Besides wheat and other grains above referred to, and the enormous cattle-raising industry of the State, sheep can be grown profitably on the moderately elevated, dry lands of all parts of the State. But the sheep region proper—that where the pasturage is best adapted to them, both in summer and winter, where they can in respect to health be most safely herded in great flocks, and where, accordingly, the land being equally cheap, wool can be most cheaply grown for exportation—lies in western Texas. It is bounded on the east and west by the Guadalupe and the Nueces, and, so far as now known, on the north by the Colorado, say from Bastrop upward.

South of San Antonio this region is generally level, descending with a moderate slope to the coast. It contains some excellent sheep pasturages as low down as the second tier of counties from the Gulf. But the hilly country, commencing 5 or 6 miles north of San Antonio, is regarded, *par excellence*, as the sheep region.

ADDENDA.

Page 189.



NEW line of railway connecting CANON CITY (p. 189) with the new town of LEADVILLE, is intended to be opened by Sept. 1, 1879. Of this town a recent writer says (June, 1879) :—" In some respects LEADVILLE is one of the most wonderful of all the wonderful places which have been developed by the spirit of adventure and lust for gain. Never before—not even in the days of pioneer mining in California and Colorado—did a city so quickly rise in the forest depths. Fourteen months ago it was a mere hamlet; now it has 3,000 houses and 15,000 population. It has three daily papers, three banks, two theatres, hundreds of saloons, a paid police department, a volunteer fire department, a municipal form of government, and local politics—and, as an almost natural consequence, its jobberies and rings. The town is situated in a basin of the Rocky Mountains, made by the Continental Divide on one side, and the Musquito range on the other. To the west, three miles away, flows the Arkansas River, which rises not far away, and which, opposite Leadville, is scarcely more than three feet wide in winter. Beyond the Arkansas is the main range of the Rockies, the 'Continental Divide,' the range that 'divides' the continent in two. On its summits is snow which never melts and which has laid there for centuries. Town lots command from \$50 to \$6,000 each. All along the mountain side and in the valley are hundreds of log huts and cabins. Wood is the prevailing building material, and is not a cheap one when green lumber sells for \$90 a thousand and Chicago lumber for \$150. The streets, de-

spite their pasty condition, are as busy as Broadway. It was about the middle of last summer that the value of Leadville as a *carbonate camp* was discovered. California Gulch, on which the present town stands, was an old mining camp, having been worked for gold from 1859 to 1867, the yield running down from \$3,000,000 in 1860, to about \$150,000 in 1866, when the diggings were abandoned. In those days, it is said, the gold miners caulked their log cabins with what they supposed was mud, but was really *carbonate*, worth \$400 a ton. In January last there were about twenty paying mines in this neighbourhood; there are now over fifty. Last January there were ten smelters at work; there are now twenty-eight at work and under way. These establishments cost from \$20,000 to \$125,000. There are three lines of railroads aiming at Leadville—the Colorado Central from Georgetown, the Denver and South Park from Webster, and the Atchison and Santa Fé from Canon. Each of these three companies expects to blast its way through miles of solid rock, to climb grades of one hundred and fifty feet and more to the mile, to surmount frightful precipices, and each of them has thousands of men at work at \$2 and \$3 a day. In view of what has already been achieved in discovery and development in the Leadville region, it is difficult to conjecture what great results the future may disclose. In his address to the Legislature, the Governor of the Territory estimated the silver products of 1879 at \$11,000,000, against \$2,700,000 in 1878. The general estimate of miners at present is nearer \$35,000,000 than \$11,000,000."



ROUTE 39.

CHICAGO TO COLORADO.

BY THE ATCHISON, TOPEKA, AND
SANTA FE RAILWAY.

Fare, Chicago to Pueblo or Denver, \$52.20.

For that part of the route between Chicago and Topeka, see Route 17, page 126, of this Guide Book.

 HIS, the most recently opened of the railway lines across the great plains of Kansas and Colorado, is south of and nearly parallel to the Kansas Pacific route, described in Route 17. The distance from Topeka to Pueblo, the present terminus of the line, is 568 miles; the distance between Atchison and Denver, by the Kansas Pacific line, being 572 miles. The general features of the Topeka and Pueblo route are the same as those of the Kansas Pacific, except that the former line, following as it does for a great distance the valley of the great Arkansas River, presents a greater diversity of scenery and is more attractive to the tourist. To the sportsman it presents very great attractions, as nearly the whole region through which the line passes abounds in game. At several points on the route the buffalo is found, and almost everywhere the antelope, wolf, and other game, with great numbers of grouse and other game birds.

Among the important places passed on the route are the following:—EMPORIA (61 miles from Topeka) is the crossing place of the *Missouri, Kansas and Texas Railway*. It is a fine town of 5,000 inhabitants, and is the site of the State Normal School. *Florence* (106 miles) is the point of departure by stage coach for Marion Centre and Eldorado. *Newton* (130 miles); here

a branch line goes off south to *Wichita*, from which latter place stage lines go southwards, to points in Southern Kansas and the Indian Territory. *Great Bend* (219 miles), *Dodge City* (302 miles), *Granada* (431 miles), *West Las Animas* (486 miles), and *La Junta* (494 miles), are important stations passed before reaching *Pueblo* (568 miles), the present terminus of this line.

Pueblo is 118 miles from Denver, and is the chief town of Southern Colorado. It is at the confluence of the Arkansas River and Fontaine Creek. It has a population of over 4,500 (1878), and being the centre of a rich agricultural and grazing region, has a large trade. It is well laid out, but as yet contains no buildings of any pretensions. Ten miles distant are the *Boiling Springs*, acidulous, resembling the original Selzer Spring of Nassau. Forty miles from Pueblo, reached by narrow gauge railway, is *Canon City*, a noted mining town, in the vicinity of which are several medicinal springs. Close by is the wonderful *Arkansas Canon*.

For descriptions of Colorado, see Route 17, page 131, of this Guide Book.

ROUTE 40.

DULUTH TO BISMARK.

(THE NORTHERN PACIFIC RAILWAY.)

 HIS Route is in operation from Duluth, on Lake Superior, to Bismark in Dakota, a distance of 448 miles. From Duluth to Brainerd on the Mississippi River, a distance of 128 miles, the line passes through an undulating country covered with a rich forest growth of pine, cedar, ash, elm, maple, oak, and other woods.

Leaving *Duluth* we traverse the shores of the *Bay of Superior*, *St. Louis Bay*, and pass up the *Dalles of the St. Louis River*, forming scenery as beautiful as any in North-western America.

From Brainerd westward the country gradually becomes more open, until, arriving at *Detroit*, some 90 miles west of the *Mississippi River*, the traveller finds himself in what has been appropriately named the *Park Region* of the North-west, so called on account of the many picturesque parks and groves which, with the intervening lawns and undulating prairies, and now dotted with the dwellings and fields of the new settler, present a beauty of landscape hardly surpassed by any on the continent.

The far-famed valley of the *Red River* of the North is reached at a point 120 miles west of Brainerd. This great valley is about 40 miles wide and some 350 miles long, surface generally level, well watered by numerous streams on both sides of the *Red River*. The soil is a remarkably rich alluvial mould from eighteen to twenty-four inches deep, with retentive subsoil of clay, peculiarly adapted for the growth of wheat. The *Red River* is the boundary line between *Minnesota* and *Dakota*, and from here westward the road passes for 200 miles over an open, undulating prairie, broken only by the valleys of the *Shayenne* and *James Rivers* to its present terminus at *Bismark*, on the *Missouri River*.

The principal towns on the railway are:—

AIKEN, the main point of shipment of lumbermen's outfits and supplies, for the Upper *Mississippi River* pinneries. During the season a small steamboat runs from here to *Pokegama Falls*, a distance of some 150 miles.

BRAINERD, on the *Mississippi River*, has a good hotel, and the surrounding country affords fine inducements for

sportsmen. The lakes are filled with black and rock bass, pickerel and pike, and in the season the woods afford fine shooting; deer, partridge, ducks and geese are found in abundance. The town has a population of about 1,000.

It is the point of junction with the *St. Paul and Pacific Railway*, now built and running from *St. Paul* to *St. Cloud*, connecting here by daily stage line from *St. Cloud*.

Also, a stage connection and mail route north, to *Leech Lake Indian Agency*, *Wadena*, a thriving village, with stage connections to *Long Prairie*, *Todd Co.*, *Parker's Prairie*, and *Alexandria*.

Perham, a village of 600 inhabitants, supported by rich agricultural surroundings, with stage connections to *Otter Tail City*, *Fergus Falls*, and *Campbell*, on the *St. Paul and Pacific Railway*.

Frazer City, a thriving place, in a good agricultural country, and now opening roads for connection with *Otter Tail City* and *Fergus Falls*.

Detroit, the county seat of *Becker* county, near the shores of *Detroit Lake*, of *Minnesota*, one of the finest sheets of water on the line, and on the borders of the "*Park Region*," having about 1,200 inhabitants, mostly *New England* people, is already becoming a popular place of resort by those who admire beautiful scenery and enjoy the sports of hunting and fishing.

From here stage connections are made with the *White Earth Indian Reservation* on the north, and southward through the *Pelican Valley* to *Fergus Falls*, and *Campbell*, on the *St. Paul and Pacific Railway*.

Audubon, and *Lake Park*, in *Becker* county, and *Hawley*, in *Clay* county, are thriving villages, supported by the trade of a rich agricultural country, and are becoming important wheat shipping points.

Glyndon, in the *Red River Valley*,

is the point of crossing of the *Pembina Branch of the St. Paul and Pacific Railway*, now built and running north 60 miles to the *Red Lake River*, there connecting by boat to *Fort Garry*.

Moorhead, on the east bank of the Red River, an active town of several hundred people, with a large grist mill, having a daily capacity for 600 bushels of grain, fine church and school buildings, is an attracting settlement by its promise of continued growth.

Fargo, on the west bank of the Red River, in Dakota, the county seat of Cass county, has one of the best hotels in the North-west, a fine brick court house, stores, grain warehouses, lumber yards, etc., and is developing a large trade with the rapidly increasing settlement of the surrounding country. Has stage connections to the north with *Caledonia*, *Grand Forks*, *Pembina*, and *Fort Garry*; north-west with *Devil's Lake*, of Minnesota; south-west to *Norman* and *Owego*; south to *Fort Abercrombie*, and *Breckenridge*, the present terminus of the St. Paul and Pacific Railway main line, and *Fort Wadsworth*, and during the navigable season is the shipping point by steamers of the immense trade carried on by the Red River with the British North-west, at *Winnipeg* and *Fort Garry*.

Jamestown, in the valley of the James River, adjoining the *Fort Seward Military Reservation*, is a town of 200 inhabitants, with stores, hotels, etc., doing considerable business with *Fort Totten*, and the *Devil's Lake Indian Reservation*.

Bismark, the present terminus of the line, is beautifully located on high grounds on the east bank of the Missouri River, has a population of 1,000, with the usual number of hotels, churches, etc., and a heavy trade with the numerous military posts and Indian Agencies on the river. From this

point the Missouri River is navigable for 1,200 miles to the north-west, and during the season a regular line of boats is run to *Fort Benton*, and by the Coulson line of steamers, and the Diamond River overland stages, *via Carroll*, an established route is made to *Helena*, in Montana.

ROUTE 41.

ST. PAUL (MINNESOTA) TO BRECKENRIDGE.

(ST. PAUL AND PACIFIC RAILWAY.)

LEAVING St. Paul in a north-westerly direction, we have the first division of the St. Paul and Pacific Railway. Its lines are from St. Paul, Minn., to Sauk Rapids, Minn., 76 miles, and from St. Anthony, 10 miles north of St. Paul, Breckenridge, to Minn., 207 miles. The west line was completed to Breckenridge, on the Red River of the North, in the latter part of October, 1871.

ST. ANTHONY, 10 miles from St. Paul, is at the junction of the main and branch lines. The far-famed water-power of St. Anthony Falls furnishes thousands of people with employment in the various mills located here, and the products of these mechanical enterprises add largely to the business of the railway. The *State University*, now in successful operation, and an excellent high school, are located here.

The main line crosses the Mississippi River here, on a substantial bridge, to Minneapolis, and thence, in a north-westerly direction, to the valley of Red River.

Wayzata (28 miles) is a railway station on Lake Minnetonka, the lar-

gest and most beautiful lake in Minnesota, estimated to have a shore line of one hundred miles. It is dotted with beautiful islands, and its shores are mostly covered with heavy timber, among which appear numerous openings with the farms of settlers. Wayzata contains several good hotels, filled during the summer season with tourists from the East. Two steamboats run between Wayzata, Excelsior, and other points on the lake.

Litchfield (85 miles), a railway station, is one of the most important points on this line. It is the county seat of Meeker county, and the site of the U. S. District Land Office. In the fall of 1869, a grain crop was harvested on the land that is now the site of two hundred buildings. The town contains several churches, and good schools, hotels, agricultural warehouses, a grain elevator, and other buildings, besides many fine residences.

Willmar (104 miles), the county seat of Kandiyohi county, is situated on the south side of Foot Lake. The village now contains six hotels, also an immigrant house. Willmar is the half-way station between St. Paul and Breckenridge, on the Red River. It is the nearest railway point for a large extent of country on the Upper Minnesota River. The settlements of *Yellow Medicine*, and *Red Wood Falls*, on the Minnesota River, are only thirty and thirty-five miles distant from Willmar, and connected by lines of stages. North of Willmar are the old settlements on *Eagle Lake*, *Lake Nevada*, and the large chain of *Norway Lakes*; all these are tributary, and easy of access. For the purpose of experiment, and also to encourage others, the railway company has planted several thousands of young forest trees around the shores of the lake, which has also added much to beautify the town site.

Morris, the county seat of Stevens county (160 miles), in the valley of the *Pomme de Terre River*, has attracted the attention of farmer capitalists. There are now ten large 1,000 acre farms there; the first crops of some of them have averaged not less than 22 bushels per acre, which average increases in succeeding years. The soil of this county appears peculiarly adapted for wheat culture.

Breckenridge, 217 miles from St. Paul, the present western terminus of the main line of this road, is situated at the confluence of the *Bois des Sioux* and *Otter Tail Rivers*, forming at this place the Red River of the North. Breckenridge is the county seat of Wilkin county, and is becoming a place of much importance, being at the head of navigation of the Red River of the North, which flows northward through the British Province of Manitoba.

ROUTE 42.

CHICAGO TO YANKTON (DAKOTA), BY THE CHICAGO AND NORTH WESTERN, SIOUX CITY AND PACIFIC, AND THE DAKOTA SOUTHERN RAILWAYS (603 miles).

Fare from Chicago to Yankton, \$19.90.

For the Route from Chicago to *Missouri River Junction* (467 miles), see Route 10, page 74, of this Guide Book.



LEAVING *Missouri Valley Junction*, we reach *California Junction* (6 miles), a village of 200 people, surrounded by a fine farming country.

Modale (11 miles; population 100), has one hotel, one school-house, and one church.

Mondamin (17 miles) has a population of 200, one school, one hotel, one church, and several good business houses.

River Sioux (24 miles). The village *Little Sioux* is $1\frac{1}{2}$ miles from the station, and has a population of 300. *Tekamah* and *Argona* are on the opposite side of the river, and distant 3 miles by ferry and stage. *Game abounds in this vicinity, deer being especially plentiful.* This station was the first one opened (Oct. 1, 1867) on the Sioux City and Pacific Railway.

Onawa (39 miles) is the county seat of Monona county, which was organized in 1854, population 6,000. A large proportion of the county is valley land, upwards of 165,000 acres being in the valley of the Missouri River. The eastern portion of the county, a high rolling prairie, is well watered and drained by the Maple and Soldier Rivers, and by Willow Creek, which are bordered by large bodies of timber. Onawa has a population of 900, three churches, and two hotels—The Western and The Onawa; charges \$2 per day. A stage leaves daily for *Decatur, Neb.*, distant 12 miles, fare \$1.50; and tri-weekly for *Castana, Mapleton, Smithland, and Ida Grove, Iowa.*

Sloan (55 miles) is in Woodbury county, and one mile south of the county line; population 100. The surrounding country is valley land, with an unusually deep and productive soil. *Game is plentiful; prairie chickens, ducks, geese, and quail are found at all seasons of the year.* Deer are also found in considerable numbers. *Smithland* is on the Little Sioux River, 16 miles east. *Oto* is 20 miles east. The reservations of the Omaha and Winnebago Indians are in Nebraska, opposite Sloan. The Indians at these reservations number about 3,500.

Sargent's Bluffs (68 miles) is $1\frac{1}{2}$

miles from Missouri River; population 300. The village is located on a bluff, and overlooks the surrounding country from 30 to 50 miles.

Sioux City (75 miles) is the county seat of Woodbury county, which was organized in 1851 under the name of *Wahkaw*, which was changed to Woodbury in 1853. Population 9,000. This county is well watered and drained by the Missouri, Big Sioux, Floyd, Little Sioux, and Maple Rivers. *The streams abound with fish; and deer, turkeys, geese, ducks, quail, and prairie chickens are abundant.* The Iona volcano, in Dixon county, Neb., is 25 miles distant, and is reached by stage. *Sioux Falls*, on the Big Sioux River, 80 miles north of Sioux City, and the famous pipestone quarries, are well worthy of a visit. Sioux City, with a population of 6,500, is pleasantly situated on the Missouri River, immediately above the mouth of the Floyd, and two miles below the mouth of the Big Sioux. The Academy of Music, a fine brick building, will seat 1,000 persons, and cost \$45,000. Three newspapers are published here, and from this point stage lines are run daily through *Covington, Dakota City*, the Winnebago and Omaha Indian agencies, *Decatur, Tekamah*, to *Herman, Neb.*, and semi-weekly for *Correctionville, Portlandville*, and *Sioux Falls City.*

THE DAKOTA SOUTHERN RAILROAD.

The Dakota Southern Railroad starts from Sioux City, Iowa, enters the Territory of Dakota at the extreme south-east corner, and runs through the flourishing counties of Union, Clay, and Yankton to the City of Yankton, the capital of Dakota, where it connects with the Missouri River Transportation Co.'s line of steamers for the Upper Missouri. The Dakota Southern, in connection with this line

of steamers, runs nearly diagonally through the territory to Fort Benton, Montana, and has opened to settlement a large part of the best country both in Dakota and Northern Nebraska. This steamboat line furnishes an outlet to the Yellowstone and Upper Missouri. One of the shortest and best routes to the NEW GOLD FIELDS OF THE BLACK HILLS is by the Dakota Southern Railroad to Yankton, the present terminus; thence by steamer up the Missouri River. ELK POINT, 21 miles from Sioux City, is the county seat of Union county, and has 1,500 population. Vermillion, 34 miles from Sioux City, is the county seat of Clay county, has 1,600 population, and is an important stage point.

YANKTON, the capital of this Territory and its largest town (population 4,200), is commandingly situated on the east bank of the Missouri River at the western terminus of the Dakota Southern Railway, and the starting point of all steamers for the Upper Missouri, Yellowstone, and BLACK HILLS. It is now the chief commercial centre for Dakota, and is destined to be the chief commercial and railroad centre for the whole vast region of Northern Nebraska, Dakota, and the rich mineral district of the Black Hills. It already ships 1,500,000 bushels of wheat, which is increasing fifty per cent. annually. It has an immense stretch of country tributary to it north, south, and west, and owing to its rapid settlement, nearly all the immigration first coming to Yankton thence radiating from it in all directions, it offers superior inducements to all kinds of business.

Passengers destined for any of these points should buy their tickets to Sioux City by the Chicago and Northwestern Railway. At Sioux City they can buy tickets to Sioux Falls City, Elk Point, Vermillion, Yankton, or the country tributary.

THE SIOUX CITY AND PEMBINA RAILWAY.

From *Davis Junction*, a few miles west of Sioux City (see above in this Route) and on the Dakota Southern Railway, a line of railroad is being built northward. It is now finished to *Portlandville*, 30 miles north-west of Sioux City and on the west side of the Big Sioux River, and is being built towards Pembina, in the north-eastern corner of the Territory. It will run through Sioux Falls City and the Mennonite settlements up the river. A daily line of stages runs from Portlandville to Sioux Falls City.

The Sioux Falls are beautifully situated on the Big Sioux River, dividing Iowa and Dakota Territory, and are celebrated for their romantic scenery, peculiar rocky formation, and furnishing as well one of the finest water powers in the country, having a fall of 100 feet.

Sioux Falls City is located at the Falls, and is the centre of one of the finest agricultural districts in the West. It is the favourite summer resort in this part of the country, the river affording *excellent fishing*, and the surrounding country *fine shooting*, besides magnificent scenery. Here is found the celebrated *red pipestone quarry*, held in almost religious veneration by the Indians. Indians of all tribes and from all quarters of the continent here congregate on what is considered neutral ground, and procure material for carving out their truly artistic pipes; the marble is bright red, and is capable of a high degree of polish. There are good hotels in Sioux Falls City, two newspapers, churches, public schools, and all the advantages that can be desired for settlers or visitors.

ROUTE 43.

CHICAGO AND MILWAUKIE
TO GREEN BAY AND LAKE
SUPERIOR.

Distance from Chicago to Marquette,
401 miles. Fare \$15.10.

That part of the route from Chicago to
Milwaukee (85 miles) is described in Route
18, page 132, of this Guide Book.



THE first place of interest
after leaving Milwaukee is
FOND DU LAC (148 miles
from Chicago), population
18,000. The city is situated at the
southern end of *Winnebago Lake* on
the bank of *Fox River*.

The river is deep and navigable up
to its forks, but to meet the necessities
of manufacturers it has been bridged
at various points, and navigation con-
fined to the north channel. The scenery
that surrounds the city is worthy
of mention—a ledge of limestone rock,
elevated some 200 feet above the level
of the prairie, and in many cases pre-
sented perpendicular precipices 75
to 100 feet high, borders the eastern
and southern margins of the prairie
on which the city is built; from the
base of this ledge hundreds of springs
of cool water gush out, and meander
over the prairie in narrow channels,
to the lake. Westward from the city
the ground gradually rises, alternating
with prairie and timber for some 25
miles. The surrounding country is
fertile and thickly settled. The health
of the city is good, probably in a
great measure consequent upon the
water supply, there being within the
city limits over 300 artesian wells, out
of which the purest water constantly
flows from the depth of 60 to 400 feet.
Its public schools occupy 16 buildings,
which cost \$120,000; its high school
building cost, in 1873, \$45,000. It

has 20 church edifices, many of which
cost from \$10,000 to \$30,000 each.
Its post-office is one of the finest in
the Union.

Lake Winnebago is 35 miles long
by 12 broad—the largest lake *within*
any State of the Union—whose bor-
ders furnish beautiful landscape views,
and the most gorgeous scenery. Be-
sides, Fond du Lac is surrounded with
pleasant places of resort. Lake de
Neveu, a beautiful sheet of water, is
romantically situated about three miles
south-east of the city. Eastward is
Elkhart Lake, already famous for its
natural beauties, and westward lies
Green Lake, a noted summer resort.
On all these lakes are pleasure boats
propelled by steam, wind, and man-
power. The waters of all these lakes
furnish plentiful and various supply of
fish. This city possesses a rare combi-
nation of natural features for a delight-
ful summer resort and watering place.
The climate is not surpassed in
healthfulness; the air is pure and
dry; and the invigorating breezes
from the lake temper the heats of
summer; the scenery is lovely; the
lake a most magnificent sheet of
water with beautiful shores, and good
harbours that are accessible in every
direction, thus affording the best of
yachting facilities. The surrounding
country is beautiful, with excellent
roads, affording delightful drives and
picturesque views of lake and river
scenery. *Wild game* is abundant in
the vicinity, and is composed of blue
and green-winged teal, mallard, and
wood duck, snipe, woodcock, quail,
and prairie chickens. The waters
abound in black and white bass and
other fish, and brook trout are plenti-
ful in streams within a day's travel.

OSHKOSH (165 miles; population
17,000). The present site of Osh-
kosh was the favourite stopping place
of the early explorers, who were at-
tracted by the great beauty of the

situation and the delightful and fertile country adjoining, now known as Winnebago county.

The first settlers came as traders, and fixed a trading post there in 1818, near the head of Lake Buttes des Morts, where the Indian trail between Forts Winnebago and Howard crossed Wolf River. This was immediately before the Indians were forced to leave their ancient hunting grounds. Here was fought one of the most bloody battles that ever took place, between the French, under the command of *De Lovigny*, and the warlike nations of the Sacs and Foxes. The Indians were fortified by ditches and palisades, which the French carried by assault. Hundreds of the Indians were slain in the contest, and were buried on the spot. The Tumuli or Mounds, indicating their burial-place, gave to the spot the name of "Buttes des Morts" (Hills of the Dead), and which also originated the name of Lake Buttes des Morts, on the north-western boundaries of the city.

NEENAH and MENASHA (178 miles). These two important cities are linked together here; one station serves both, and although disunited municipally, are united in fortunes and in their hopes for the future. Together they contain 7,500 inhabitants.

Menasha, being situated at the foot of Lake Winnebago and Lake Buttes des Morts, and embracing part of Doty's Island, furnishes picturesque scenery. The climate is unexcelled in salubrity. Lake Winnebago provides boating, sailing, and bathing facilities. Steamboats ply on its waters, and sailing vessels can always be had for pleasure excursions. In connection with other sports, *fish and game are plenty*, and the sportsman need have no lack of pleasurable novelties.

NEENAH.—The city of Neenah, located in the county of Winnebago,

and most romantically and beautifully situated on the Fox River, and at the outlet of Lake Winnebago. The population is 4,000. The streets are graded and gravelled, and lined with good sidewalks. The business portion of the city is built up with fine brick blocks, and everything betokens thrift and prosperity. Wildfang's mineral spring is near the city, and has more than a local reputation for its remedial powers. Riverside Park is a finely cultivated and public park, on the banks of Fox River. No locality can offer better facilities for *fishing, boating, and shooting*.

WEST MENASHA (180 miles) is a joint depot at the crossing of the WISCONSIN CENTRAL RAILWAY, that here gives us rail connections for *Gill's Landing, Weyauwega, Waupaca, Amherst, Stevens' Point, Marshfield, and Worcester*.

APPLETON (185 miles), population 8,500. The Lower Fox River Valley embraces a section of country situated between Lake Winnebago and Green Bay. From north-east to south-west it extends a distance of 50 miles, and from north-west to south-east about 40 miles. The valley is intersected by the 44th parallel of latitude, and its climate, therefore, is similar to that which obtains in Southern Minnesota, Central Michigan, Central New York, and in the southern part of Vermont and New Hampshire. From the time of its earliest settlement it has been noted for its health-giving elements.

As a place of residence, the Fox River Valley presents every attraction. The river abounds in fish, the wild rice tracts are filled with ducks, and the woods with much small game. It is well shaded, and is threaded by delightful drives, and filled with pleasant homes. In educational advantages the city stands without a peer within the State. Lawrence University is here, and the general school

system is of the highest grade. The climate is delightful.

Little Chute (190 miles from Chicago) is a German village of 200 inhabitants.

Wrightstown (197 miles; population 1,400), a thrifty village surrounded by a fertile farming country, and good shooting and fishing grounds. Deer and bear are not scarce, while woodcock, snipe, ducks, geese, partridge, pheasants, and smaller game abound. This village has some large saw mills, in one of which sixty men find work day and night. *Snidersville, Hollandtown, and Askeaton* are tributary villages.

DE PERE (207 miles) is a thriving manufacturing city of 4,000 people, built on both sides of the Upper Fox River, and is reached by the largest lake steamers. Two extensive iron smelting furnaces here employ many men, and weekly produce large quantities of fine pig metal. The De Pere iron works manufacture railway cars. The Oneida Indian reservation is 3½ miles west, and has on it 1,600 semi-civilized Indians.

Fort Howard and Green Bay (213 miles). FORT HOWARD is on the west side of Fox River, one mile from its mouth, opposite to *Green Bay*, and connected with it by four bridges. It was an early military post, population 4,000.

GREEN BAY (population 15,000) is noted as having been one of the first settlements made by white men—here the banner of the Cross was first erected, and here the first mass said, in the territory now included within the limits of the State of Wisconsin.

The city is surrounded on all sides but one by water; lying in the point of land at the confluence of the Fox and East Rivers, and about a mile from the mouth of the former. Both of these rivers are navigable for steamers, the Fox River being navigable for the largest class of lake vessels. It

has also connection, through the GREEN BAY and MINNESOTA RAILWAY, with *Winona, St. Paul, and Minneapolis*, and all the magnificent scenery of Northern Minnesota. It is connected with both shores of Green Bay by comfortable steamers. It is noted for the healthfulness of its climate—enjoying almost entire immunity from all epidemic diseases. The city is laid out with great regularity—its streets being all broad and straight, most of them shaded by rows of old maples, elms, and poplars. The Fox River is here about 1,500 feet wide, and 25 to 30 feet in depth. The river gradually expands out into Green Bay, a beautiful sheet of water 120 miles long, with an average width of 15 miles; this gives unexcelled advantages for yachting, an amusement much indulged in by the citizens and visitors. Steam yachts also ply between the city and points of interest in the vicinity. The bay has a gently shelving, gravelly or sandy beach, and bathing in the pure waters is a favourite pastime. There are also excellent fishing grounds and plenty of fish, with good hunting in its season.

Pensaukee (237 miles), population 300, *Oconto* (242 miles), are passed before we reach (255 miles) *Peshigo*, a thrifty lumbering town. Thirty-five miles above the city are Big, or Chameleon, Falls, 90 feet perpendicular, and on the same stream are Roaring, Caldron, and Eagle's Nest Falls, nearly as great. Thunder Lake, River Medicine, Gravel and Trout Lakes, are near, and are full of fish. *Brook trout* are caught in great abundance in many of the streams of the vicinity. Deer, bear, and other game are plentiful. The city has several good hotels, where sportsmen are lodged and fed at very reasonable rates.

MARINETTE (262 miles). This city, of 4,000 people, is on the south side

of the Menomonee River, which here forms the boundary between the States of Wisconsin and Michigan. The business of the city pertains to lumbering. It has ten saw mills employing over 3,000 men, and manufacturing 150,000,000 feet of lumber yearly; one blast furnace employs eighty men. *Several trout streams* are near. Crossing the Menomonee River on a fine bridge, we reach the depôt for the city of

MENOMONEE (264 miles), in the State of Michigan. Here also "lumbering" is the leading business. It has five large saw mills, an iron furnace, a court house, four churches, and two good hotels. Population 4,000.

ESCANABA (328 miles). This is one of the pleasantest summer resorts in the West. It is situated at the head of *Little Bay Des Noques*, at the north end of Green Bay. The water of the bay washes the streets of the city on two sides, while the Escanaba River forms the third, and the "piney woods" close down on the other side. White Fish Bay in this vicinity offers rare sport for *fishermen*, and every little stream (and they are numerous) is alive with *brook trout*. From Escanaba excursions are fitted out in various directions. Those not caring for fishing can take to the "woods," and find *bear and deer in abundance*, to say nothing of ducks, geese, brants, partridges, and small feathered game. This is now a favourite summer resort. It has a population of 3,000, and is adjacent to the vast mineral regions, for which this section of country is renowned. During the hottest of the summer months the thermometer ranges at about eighty degrees, averaging but sixty-five degrees during the entire summer season. To sportsmen fond of hunting or angling—the naturalist in quest of the curious and wonderful *in nature*, in connection with the iron,

silver, lead, copper, and gold deposits of Lake Superior—Escanaba offers unsurpassed advantages.

The country beyond Escanaba is not very inviting, but contains many *fine brook trout streams*, and *deer, bear, and other game*, and fur-bearing animals. The sportsman, fisherman, or trapper will find ample employment and sport here.

NEGAWANEE (389 miles). In the midst of the celebrated iron regions of Lake Superior. Surrounded on all sides by the mines and furnaces of some thirty or more mining companies—this busy city does not present an attractive appearance to the visitor. It contains over 4,000 people, is built in a narrow valley, surrounded by high hills, and is 1,400 feet above Marquette, which is only 13 miles distant. It is well supplied with schools, churches, hotels, newspapers, and business houses. In the vicinity are many romantic and picturesque spots, well worth visiting. *Game is abundant and brook trout* more than plentiful. *Escanaba River, Little Lake, Cascade, Lake Michigammi, and Menomonee River* are within visiting distances, and a visit to them will amply repay the tourist.

ISHPEMING (392 miles). This city, of over 6,000 people, is in the same iron region as the last. Many mines are close to its limits and within the city proper.

MARQUETTE (401 miles from Chicago; population 8,000) is situated on the south shore of Lake Superior, at the eastern terminus of the *Marquette, Houghton, and Ontonagon Railway*, and is the centre of the iron region of Lake Superior. The principal business interests are those connected with mining. It is well supplied with excellent hotels and large summer boarding houses, where comfortable rooms and board can be procured at reasonable prices. The city is beauti-

fully located on the *Bay of Marquette*, which is a deep indentation of the shores of the lake. The town is well built, its streets wide, clean, and well paved. On the bay are unequalled facilities for boating, and its waters are filled with fish. A few miles out in the bay are several large islands covered with forests. These are favourite resorts for picnic parties, that reach them by sail boats, by steamer, or by small row boats.

For the invalid or for the resident of the Southern or Eastern States Marquette offers many inducements as a summer resort. Its air is pure and clear, its days not hot, its nights pleasantly cool, and yet not cold, and its healthfulness unquestioned.

From Marquette steamers leave for *Sault St. Mary*, for *Isle Royal*, *St. Ignace Island*, *Fort William*, or any point on the north shore of Lake Superior. On that shore one will find nature in all her wildness. No finer trout fishing is to be found anywhere than on the north shore of this great inland ocean. Speckled trout, weighing from five to twelve pounds, are often caught. The rivers *Nipigon* and *Michapacooton* are the best known of the trout streams of the north shore. Guides to these streams can be easily hired at Marquette, and fishing parties be fitted out with little expense. "Take an Indian for your guide if you go to the north shore to fish; see that you get one that does not love 'fire water,' and one that is not afraid of work. Plenty of lazy white men will tender their services, and boast of their knowledge and skill, but trust them not. They are utterly worthless, either in your boat or out of it."

Lake Michigammi (38 miles from Marquette, on the line of the *Marquette, Houghton, and Ontonagon Railway*, in Marquette county) is one of the most beautiful sheets of water to be found in the country. The shore

is very irregular, presenting many points of beauty; the lake contains many wooded islands, which add much to the picturesqueness of the scenery. A steamer runs on the lake from Michigammi to the islands.

L'Anse (63 miles from Marquette), in Baragey county, is a new town, situated on Keweenaw Bay, and at present is the western terminus of the *Marquette, Houghton, and Ontonagon Railway*, but surveys for the extension of the line to Ontonagon and Houghton have been made. The harbour is one of the finest on the whole chain of lakes. The railway ore pier and merchandise dock and machine shops give employment to a large force of workmen. On *Fall River* and *L'Anse Bay* is to be found as fine brook and salmon trout and white fish fishing as there is in the country.

For description of the steamer route from Buffalo and the lower lakes to Lake Superior, see also Route 36, page 171, of this Guide Book.

ROUTE 44.

FROM NEW YORK TO OREGON, WASHINGTON TERRITORY, AND BRITISH COLUMBIA.

Distance New York to Portland, Oregon, via Sacramento, 3,799 miles. Fare from Sacramento to Portland, \$48.00.

(For routes from New York to Chicago, Omaha, and Sacramento, see Routes 9, 10, 11, 12, and 13 of this Guide Book.)



TRAVELERS and other travelers from the East destined for the above-named States have choice of two routes from the Central Pacific Railroad. The first route is via rail from Sacramento, up the Sacramento Valley to

REDDING (180 miles); thence by stage (280 miles) to *Roseburg*; thence by the Oregon and California Railway (200 miles) to *Portland*; while the other is to San Francisco, and thence by steamer up the coast to *Portland*. *Oregon City*, *SALEM* (the capital), *Albany*, *Eugene City*, *Astoria*, *Jacksonville*, *Empire City*, *Dallas*, *Walla Walla*, and *Umatilla*, in Oregon, may all be reached by these routes, while *Olympia*, *Steilacoom*, *Cascade City*, *Walla*, *Port Townsend*, *Seattle*, points on Puget Sound and other points in Washington Territory, and *Victoria* and other points in *British Columbia*, are reached from San Francisco, or from *Portland*.

I. Taking the first named route the first important town reached after leaving *Sacramento* is *Marysville* (51 miles), population 4,650. It is situated on the north bank of the *Yuba River* and is the chief town of *Yuba County*. Passing *Chico* (96 miles) we cross the *Sacramento River* at *Tehama* (123 miles), and reach (170 miles) *REDDING*, the present terminus of the railway. Here coaches are taken to *ROSEBURG*, 280 miles distant, time occupied by coach 50 hours.

After taking the coach we pass several unimportant stations before reaching *Yreka* (population 1,800). Twenty-eight miles beyond, near *Coles*, is the line between *California* and *Oregon*. We now pass several unimportant towns before reaching *Roseburg*, where our journey by rail re-commences. We pass *Eugene*, a town of 1,200 inhabitants, *ALBANY* (119 miles from *Roseburg*), chief town of *Linn County* (population 4,200), whence stage lines go off in several directions to towns in Southern Oregon and Northern California, and reach *SALEM* (147 miles from *Roseburg*), population 6,000. It is the capital of the State of Oregon.

It is on the *Willamette River*, 50 miles south-west of *Portland* and 62 miles from the *Columbia River*. It is in the midst of a rich agricultural and fruit-producing country. The State University under the direction of the Methodists, and the Roman Catholic girls' school, have handsome buildings. The State Penitentiary is a costly structure. The town has important manufacturing establishments. A State House is in process of erection. Thirty-seven miles farther on is *OREGON CITY* (population 2,500), situated at the Falls of the *Willamette*. It has important flour and woollen mills. Sixteen miles farther on is *PORTLAND* (population 14,000). This is the chief city of Oregon and the northern terminus of the *Oregon and California Railway*. It is practically a sea-port, the *Willamette* being navigable to this point. The site of the city is very fine and its streets are well laid out. Many of the public and private buildings would do credit to any city in the Eastern States. There are many important manufactories. Two lines of steamers have their head-quarters here, one sailing to San Francisco, another to Puget Sound, *British Columbia*, and *Alaska*.

II. Tourists or emigrants may reach Oregon and its region via New York, whence there is a line of steamers with weekly sailings to *Colon*, where connection is made with the *Panama Railway* to *Panama*, from which latter place steamers go on to San Francisco. The time occupied between New York and San Francisco is about twenty days. The cabin fare, including berth and meals, is \$136, steerage, \$65. From San Francisco there is a line of steamers sailing tri-weekly to *Portland*, *Oregon*; *Victoria*, and other points.

On the *Columbia River* (12 miles from its mouth) is *ASTORIA*, population

2,800, a rapidly growing town, one of the centres of the salmon trade.

PUGET SOUND may be reached by steamers from Portland or by stages via Olympia (railway in process), which latter place is the southernmost town on the Sound. From Olympia steamers go at frequent intervals to VICTORIA and places on the Sound. Several thrifty towns have sprung up on different inlets of the Sound, among them *Port Townsend*, *Olympia*, being the capital of Washington Territory, situated in the vicinity of the water-power of Tum-water, *Steilacoom*, and *Seattle*, which are the termini of roads leading through the Cascade Range to the mineral regions beyond. *Whitby's Island*, at the entrance of the Sound, contains many fine farms, and its verdant bluffs, rising boldly from the water's edge, are very beautiful in spring and summer. Several majestic mountain-peaks are visible from the waters of the Sound, forming some of the most sublime scenes on the western coast of America.

VANCOUVER is a flourishing town on the north side of the Columbia River, 18 miles from Portland. VICTORIA (population 5,500), on *Vancouver Island*, is the chief town of British Columbia. It is at the southernmost extremity of the Island opposite the mouth of Puget Sound. The vicinity abounds in good shooting and fishing.

GENERAL NOTICE OF OREGON.

Oregon contains all the elements essential to constitute greatness, although yet but partially developed. With an area of 60,975,360 acres pre-eminently productive and susceptible of diversified agriculture, a genial and healthful climate, scenery of great

variety and beauty, it possesses extraordinary inducements for the settler, and must attract a large emigration of those who seek comfortable homes.

Oregon may properly be divided into two distinct parts so far as relates to climate and agricultural capacities, viz., the eastern and western, lying respectively on the east and west sides of the Cascade Mountains, which extend from the southern to the northern boundary, the Columbia River running nearly parallel with the coast at a distance therefrom of about 110 miles. The Coast Range of mountains, commencing at the Bay of San Francisco, extends northward through the States of California and Oregon. In this State they consist of a series of highlands running at right angles with the coast, with valleys and rivers between, the numerous spurs having the same general direction as the highlands.

Western Oregon, the portion of the State first settled, embraces about 31,000 square miles, or 20,000,000 of acres, being nearly one-third of the area of the whole State, and contains the great preponderance of population and wealth. Nearly the whole of this large extent of country is valuable for *agriculture and grazing*; all of the productions common to temperate regions may be cultivated here with success. When the land is properly cultivated the farmer rarely fails to meet with an adequate reward for his labours. The fruits produced here, such as apples, pears, plums, quinces and grapes, are of superior quality and flavour. Large quantities of apples are annually shipped to the San Francisco market, where they usually command a higher price than those of California, owing to their finer flavour.

The valleys of the Willamette, Umpqua and Rogue Rivers, are embraced within this portion of the

State, and there is no region of country on the continent presenting a finer field for *agriculture and stock-raising*, because of the mildness of the climate and depth and richness of the soil. Farmers make no provision for housing their cattle during winter, and none is required; although in about the same latitude as Maine on the Atlantic, the winter temperature corresponds with that of Savannah, Georgia. From November to May the rainy season prevails; frequent showers occur until February, when a clear season often continues several weeks, followed again by frequent rains until about the 1st of May; between May and November rain falls sufficient to prevent drought, thick mists occasionally occurring during this period. The summer may be considered dry, yet seldom to the destruction of crops. The Oregon farmer west of the Cascades rarely realizes the necessity of irrigation. These valleys presented to the early immigrant an unbroken forest of magnificent evergreens, and to those who had not beheld the mammoth trees of California these must have appeared of giant growth; among them the fir tree shoots up to the height of 250 ft., but often attaining 300 ft., with trunks from 4 to 15 ft. in diameter. The value of these trees has been recognized by the establishment of numerous saw-mills at various points on the coast and on the Willamette River, for preparing lumber for market, and already several lines of sailing vessels of large tonnage are engaged in the lumber trade between Port Orford, Coos Bay and other ports in Oregon and San Francisco. The timber, on account of its immense size and superior quality, is particularly valuable for ship-building. Among other prominent forest trees found in this locality are the Oregon cedar, sugar pine,

western yellow pine, and fragrant white cedar.

Throughout these extensive mountain forests there are numerous tracts lying sufficiently level for cultivation; but lands producing timber of such valuable qualities, and in such extraordinary quantities, should be preserved as timber lands, to supply the demand of the first settlers upon the extensive plains west of the Mississippi River, where there is a scarcity of timber. From reliable information received touching the character of these forests, there is reason for stating that they are capable of producing 1,000,000 ft. of lumber to the acre.

Upon the Coos and Coquille Rivers, in the Coast Range, the land has been cleared and its fertility found extraordinary, producing all kinds of grain and vegetables in abundance. The soil and climate in the Rogue River Valley, in the southwestern portion of Oregon, are admirably adapted to the culture of the *grape*, which culture is rapidly increasing, and the product of the vineyard will soon become, as in California, an important article of export.

ROUTE 45.

PHILADELPHIA TO NIAGARA FALLS AND BUFFALO, BY PENNSYLVANIA AND NORTHERN CENTRAL ROUTE.

Distance to Niagara Falls, 442 miles.

For that part of the route from Philadelphia to Harrisburgh see Route 7, page 67, of this Guide Book.



TWO express trains traverse this route daily. The day express leaving New York in the morning goes as far as the celebrated *Watkins Glen* the

same evening. By this train the beautiful scenery of the Susquehanna is passed by daylight. The route is one of the most picturesque in America, and travellers destined to the West, in summer, would do well to avail themselves of it.

From HARRISBURGH the train takes the line of the *Northern Central Railway to Sunbury*. On leaving Harrisburgh, the Susquehanna is followed through a pass in the Blue Mountain. Beyond the long bridges of the two railroads another gap is traversed, and the train approaches the Peter's Mountain. At *Dauphin* the Schuylkill and Susquehanna Railway goes off to the east. On the left are seen the mouth of the Juniata River and the plains of Duncan's island. Beyond the town of *Halifax* the line passes through the water-gap of the Susquehanna in Berrie's Mountain and reaches *Millersburg*, whence the Summit Branch Railway diverges to the east, running for 20 miles through narrow valleys to *Williams-town*. The train now passes through the gap in the Mahantongs, and passes on by *Herndon*, where a long bridge crosses the river to *Port Trevorton*.

The line now passes between the west end of the Line Mountain and the river, and follows the Susquehanna through the intervals. At *Selinsgrove* a connection is made with the Lewis-town Division of the Penn. Railway, whose track here crosses the river to the west. Selinsgrove is a town of 1,453 inhabitants, and is chiefly distinguished as an educational centre, being the seat of the Missionary Institute (a religious college of the Lutheran Church), and the Susquehanna Female College (a Lutheran institution). The train passes on to *SUNBURY*, the capital of Northumberland County, a town of 3,150 inhabitants, pleasantly situated on the east shore of the Susquehanna.

We now cross the North Branch of the Susquehanna. *NORTHUMBERLAND* is a handsome town of 1,800 inhabitants, finely situated on the point at the confluence of the North and West Branches. Passing Montour's Ridge on the right, the train reaches *Lewisburg Junction*, whence the Lewisburg Centre and Spruce Creek Branch runs south-west (11 miles) to *Mifflinburg*, crossing the Susquehanna, and reaching Lewisburg at two miles from the Junction. This is a town of 3,150 inhabitants, and is the seat of Lewisburg University, a Baptist institution which dates from 1846, and has 14 instructors, 216 students, and a library of about 5,000 volumes. The train passes on to *Milton*. The country is thickly settled and fertile, and the line passes several pretty rural hamlets. The route crosses the river below Milton, and follows the west shore; and about 9 miles above the Philadelphia and Erie also crosses to the west bank, and intersects the former near *Montgomery*, at the outlet of the White Deer Valley. The line recrosses the river and reaches *Muncy*. It then follows the left bank by the town of *Montoursville*, and, crossing the Loyalsock Creek, reaches

WILLIAMSPORT (population 17,000; 199 miles), the capital of Lycoming County, and the chief lumbermart of the State. It is situated on the west Branch of the Susquehanna, and is surrounded by hills, the Bald Eagle Mountains occupying the northern border. Here is the *Dickinson Seminary*, with 200 students of both sexes. The town has a fine Park of 35 acres. It has 20 churches.

[The *Philadelphia and Erie Railway* goes off to the south-west, passing *LOCKHAVEN* (25 miles; 7,000 inhabitants), *RENOVO* (50 miles; 2,000 inhabitants), with a fine summer hotel, a popular resort for pleasure-seekers and sportsmen, *EMPORIUM* (99 miles),

a noted head-quarters for sportsmen, KANE (153 miles), with a fine hotel, an agreeable stopping place, WARREN (182 miles), a place of importance, and several less important places, and reaches ERIE on Lake Erie (451 miles from Philadelphia.) See page 72 of this Guide Book.]

From Williamsport our route ascends Lycoming Creek through narrow gorges. Near Trout Run, Bobst Mountain is seen on the left. Beyond RALSTON the line passes near the Towanda Mountains and reaches Minnequa, a popular summer resort. The MINNEQUA SPRINGS are situated in a glen 1,500 feet above the sea, and are surrounded by heights. The adjacent streams afford good fishing. The waters of the springs contain, in each gallon, $3\frac{1}{2}$ grains of oxide of iron, and small quantities of the carbonates of soda, lime, and magnesia, with free carbonic acid; and one-quarter of their volume is sulphuretted hydrogen. They are beneficial in cases of dyspepsia, rheumatism, and diseases of the skin and liver.

Beyond ALBA TRAY is passed, and we soon enter New York State. At ELMIRA (see page 71) the Erie Railway is crossed, and our route runs north to the summer resorts of HAVANA, and WATKINS GLEN (see page 71). Our route now follows the west shore of Seneca Lake for 12 miles, with fine views over its waters. Near Starkey are the Crystal Springs (hotel and water-cure), whose waters contain carbonates of lime, magnesia, and iron, chlorides of soda and lime, and a large amount of free carbonic acid. They are beneficial in cases of cutaneous diseases, dyspepsia, neuralgia, etc.

We soon reach PENN YAN, the capital of Yates County, a pleasant village at the foot of Keuka Lake, population 3,250. (Steamboats leave this point and ascend the lake to

Hammondsport.) Hammondsport is the centre of an extensive district of vineyards, which cover over 7,000 acres. The cellars of the Urbana and Pleasant Valley Wine Companies are worth a visit, and contain hundreds of thousands of bottles of native wines. Keuka Lake is 13 miles long, and $1\frac{1}{2}$ miles wide. It is 718 feet above the sea, and 277 feet above Seneca Lake (7 miles distant).

Our route runs north-west from Penn Yan, passing several small rural hamlets. Beyond Benton it enters Ontario County, and soon reaches the populous village of CANDAIGUA.

For the remainder of this Route, see Route 8, page 61, of this Guide Book.

ROUTE 46.

PORTLAND (MAINE) TO MOUNT DESERT.

By Steamer Tuesday and Friday evenings, 14 hours. Fare \$5.00. (For routes from New York to Boston and Portland, see Routes 4 and 5.)

The steamer after leaving Portland proceeds along the coast to ROCKLAND, which place is reached in about seven hours.

 F the weather is not fine this sometimes rough part of the journey may be avoided by going from Portland to Rockland by rail, passing BATH (population 11,000), Micaset, DAMARISCOTTA, THOMASTON, and reaching ROCKLAND (population 8,500), where the steamer touches on its way to Mount Desert.

Leaving Rockland the steamer crosses Penobscot Bay and lands at CASTINE, a fine town and popular summer resort. Leaving Castine the

steamer passes Cape Rosier, stops at the village of *Deer Island*, and soon after at *Sedgwick*. Passing Naskeag Point and crossing the Bay we have *Mount Desert* in full view. The steamer soon reaches the island of *Mount Desert* at *South West Harbour*, leaving which and rounding the coast of the island it soon reaches *BAR HARBOR*, its destination. The principal hotels are here (see "HOTEL APPENDIX").

The island of *Mount Desert* is about 100 square miles in extent, and has a population of about 4,000. It contains six villages and several good harbours. The scenery of the island is very grand and beautiful. The greater part of its surface is covered with nearly twenty granite mountains, whose highest peak, *Mount Adam*, attains an altitude of about 2,200 feet. High up among the mountains are many beautiful lakes, the largest of which is several miles in length. These lakes, and the streams that flow into them, abound in trout. The south-east coast of the island is lined with stupendous cliffs, several hundred feet in height, the most remarkable of which are *Great Head* and *Schooner Head*. The *Porcupines* are five rocky islands in *Frenchman's Bay*, on the east side of *Mount Desert*.

Mount Desert Rock, the site of a noted lighthouse, is about 20 miles to the south, in the open ocean.

The coolness of the climate and the magnificent scenery of the island have made it one of the most popular summer resorts in America.

ROUTE 47.

PORTLAND (MAINE) TO THE RANGELEY LAKES.

Distance 132 miles (via Farmington) (90 by railway, the remainder by stage.)



LEAVING Portland we pass Westbrook and BRUNSWICK, the latter a fine town on the *Androscoggin River* (population 4,800), the seat of *Bowdoin College*, and passing several towns of no special interest reach FARMINGTON, the terminus of the railway. From this place stages leave every day for the lake district. The route is up the valley of *Sandy River* to *Strong*, thence to *PHILLIPS*, which is 20 miles from Farmington and 22 from *Lake Oquossoc*, or *RANGELEY LAKE*. The route from Phillips is mostly through a most uninviting wilderness. This lake is 7 miles long by 2 miles wide at its widest point. Near by is *Moosetocmaguntic* or *Grand Lake*, 10 miles long by an average of 3 miles in width. From *Rangeley Lake* to *Umbagog Lake* extends a range of lakes, all of them covering an area of 80 square miles and abounding in trout and other fish. The other lakes (not named above) are *Cupsuptic*, *Malechunkamunk* (or *Upper Richardson*), *Wolkennebacook* (or *Lower Richardson*). These lakes are connected by roads and are from 1 to 6 miles apart, except at the northern end of *Rangeley Lake*, and at the southern end of *Lake Umbagog* the country is a wilderness. All these lakes abound in fish, and at many places in the vicinity are deer and other game.

At *Greenville*, on *Rangeley Lake*, and at *Rangeley City*, and *Andover*,

are excellent hotels (see "HOTEL APPENDIX").

There are steamers on Lakes Umbagog and Rangeley.

Return tickets are sold from Boston to Rangeley Lake for \$14.00.

ROUTE 48.

BOSTON AND PORTLAND TO AUGUSTA, BANGOR, AND MOOSEHEAD LAKE (MAINE).

(By railway from Boston, return tickets to Mount Kineo, \$15; time 22 hours.)

I. For that part of the route from Boston to Portland, see Route 4, page 49, of this Guide Book.



LEAVING Portland we pass Westbrook (4 miles; population 6,750), with large factories for canning green corn, lobsters, &c., and reach (29 miles) BRUNSWICK, a prosperous town on the Androscoggin River. It is the seat of Bowdoin College. We soon approach the Kennebec River and reach the thriving town of GARDINER (56 miles), the chief occupations of whose inhabitants are sawing lumber and storing ice. Only four miles beyond is HALLOWELL (population 3,000), a pretty town noted for its granite quarries. Two miles beyond is AUGUSTA, the capital of Maine (population 8,000), beautifully situated on the hills which border the river on both sides. This city is well laid out and is handsomely built. Among the prominent buildings are the *State House*, built of white granite, and considered the handsomest in New England: the *Court House*, which is the best and most convenient in the

State; and the *Maine Insane Asylum*, a splendid granite structure. The *United States Arsenal*, with its well arranged grounds and buildings, is always an object of interest.

The great dam of the Kennebec at this point is 584 feet long, has canals at each end, and furnishes an immense water-power.

Passing several unimportant stations we reach WATERTVILLE (81 miles), a thrifty town of 5,000 inhabitants, the seat of *Colby University*. (A branch line goes off to SKOWHEGAN, a pleasant town on the Kennebec River, in a neighbourhood abounding in fishing streams (trout and pickerel) and a favourite summer resort.) Passing several small stations we reach NEWPORT, on the shore of *East Pond*, a body of water of 15 miles circumference and abounding in fish. (Here a railway goes off north to DEXTER, 15 miles distant, and the point from which the stages leave for MOOSEHEAD LAKE.)

Continuing our journey we reach (135 miles from Portland)

BANGOR, the second city of Maine, and one of the largest lumber markets in the world, population 20,000.

It is at the head of navigation, on the west side of the *Penobscot River*, at the mouth of the *Kenduskeag*. It lies on both sides of the latter, which is crossed by several bridges, and affords a good water-power. The buildings in the city are constructed with neatness and taste, many even with elegance. The granite *Custom-House* is a striking building. The *Bangor Theological Seminary*, situated in the higher part of the city, and several of the churches, are noticeable edifices.

Ten miles north of Bangor is GLENBURN on Pushaw Pond, noted for its fishing.

Resuming our route at NEWPORT, which we passed 27 miles before

reaching Bangor, we take the branch line running from Newport to Dexter (15 miles). At DEXTER, a prosperous town with 3,000 inhabitants, we take the stage for Greenville on Moosehead Lake. Our route passes through Guildford, Monson, and Shirley, thinly settled townships. The stage ride to GREENVILLE, on the lake, occupies about ten hours.

II. ANOTHER ROUTE to Moosehead Lake is *via* Bangor, thence over the *European and North American Railway* to Oldtown, 12 miles from Bangor. From Oldtown trains on the *Piscataquis Railway* convey passengers to SOUTH SEBEC (33 miles). Stages run from this station to SEBEC (6 miles distant), on SEBEC LAKE, a beautiful sheet of water 12 miles long, with a passenger steamer which conveys passengers across the lake to a summer hotel called the *Lake House*. The fishing here is good. The train continues on by Dover and Foxcroft and reaches GUILDFORD (49 miles from Bangor), from which place the stage route is the same as from Dexter, above. The distance from Guildford to Greenville on Moosehead Lake is 23 miles. (The *Piscataquis Railway* is finished to ABBOT, 6 miles beyond Guildford, and the company states in its advertisements that by their route "there is 13 miles less staging than by any other.")

MOOSEHEAD LAKE is 35 miles long, and at one point is 10 miles in breadth, though near the centre there is a pass not over a mile across. Its waters are deep, and furnish ample occupation to the angler, in their stores of trout and other fish. This lake may be traversed in the steamboats employed in towing lumber to the Kennebec. A summer hotel occupies a very picturesque site upon the shore at the foot of the lake.

Kineo, midway, is the usual stopping-place. A daily steamer runs between Greenville and Kineo. There are numerous islands on Moosehead Lake, some of which are of great interest. On the west side, Mount Kineo overhangs the water, at an elevation of 600 feet. Its summit reveals a picture of forest beauty well worth the climbing to see. This lake is the source of the great Kennebec River, by whose channels its waters reach the sea.

The trout fishing in the lake and neighbourhood is the chief attraction. Formerly the moose was to be found but it is now very rare. Six miles from Kineo is *Brassua Lake*, a noted fishing resort, and "the *Wilson Ponds*, 3 miles from the lake, are full of trout."

Gentlemen desiring an interesting trip and willing to "rough it" for the sake of good sport may, with the help of a guide, easily procurable at Greenville or Kineo, make the following trip. Passing down the lake 17 miles to the end a portage or carry of 2 miles leads to the Penobscot River, which may be descended in a canoe 20 miles to Chesuncook Lake. This lake is 20 miles long by about 2 miles wide. North of this lake are the large *Caucomgomuc* and *Caucomgomosis Lakes* and the *Allagash Lakes*, the largest of which is *Apmogenagrumook*. After passing *Chesuncook Lake* the route passes through *Lake Ripogenus*, after which there is a portage of over 2 miles, after which, descending the Penobscot for many miles, *Pemadumcook Lake* is reached, from which point the river is followed to Oldtown. (See above in this route.) This whole trip affords excellent sport, both fishing and shooting.

ROUTE 49.

BANGOR TO ST. JOHN (NEW BRUNSWICK).

Distance 206 miles; time 11 hours.

AFTER leaving Bangor we pass *Oldtown*, 12 miles (see also Route 48), and following the *Mattawamkeag* River proceed through almost unbroken forests to *VANCEBORO'* (114 miles), an excellent *trouting* place. Soon after this we cross the *St. Croix* River, and enter *NEW BRUNSWICK*. At *McAdam Junction* (120 miles) we cross the *New Brunswick and Canada Railway*. At *Fredericton Junction* (160 miles) a line goes off to *FREDERICTON*, the capital of *NEW BRUNSWICK*. Passing through a wilderness region we enter the valley of the *St. John* at *Welsford* (180 miles), and following it reach *ST. JOHN* (206 miles; population 30,500). (HOTELS: see "HOTEL APPENDIX.") *St. John* is the chief town of the Province of *NEW BRUNSWICK*. It is beautifully situated on a bold and rocky promontory between *St. John River* and *Courtney Bay*. It is well laid out, and some of the public buildings, *Custom House*, *Orphan Asylum*, &c., are very imposing. A favourite drive is to the *Suspension Bridge*, which is 650 feet long and 100 high, and affords fine views.

Steamers daily from *St. John* to *Fredericton* (90 miles); fare \$1.50. Steamers also up the river and into *Grand*, and *Washademoak Lakes*.

ROUTE 50.

ST. JOHN (NEW BRUNSWICK) TO HALIFAX.

Distance 276 miles. Time 13 hours. Fare, 1st class, \$8; 2nd, \$4. No change of carriages.

SOON after leaving *St. John* we enter the *Marsh Valley*, and crossing *Lawlors Lake* on an embankment, see *Mennebecasis Bay* on the left. Passing *Hampton* (22 miles) and *Norton* (33 miles), we reach *Sussex* (44 miles). In the famous *Sussex Vale* are many fine trout streams. *Petitcodiac* (66 miles) is now reached, a lumbering village of 400 inhabitants. Near *Pollert River Village* (5 miles distant) is excellent trout fishing. Sixteen miles north of *Petitcodiac* is the *Canaan River*, a famous fishing place. At *Moncton* (89 miles) are the offices and machine shops of the *Intercolonial Railway*. Here may be seen the great tidal wave of the *Bay of Fundy*. "At the beginning of the flood-tide a wall of water 4 to 6 feet high sweeps up the river (*Petitcodiac*), and within 6 hours the stream rises over seventy feet."

(From *Moncton* the Northern Division of the *Intercolonial Railway* runs northward 374 miles to *Riviere du Loup*, on the *St. Lawrence River*, 105 miles below *QUEBEC*, thus forming a connection with the railways of *Canada*.)

Leaving *Moncton* we pass *Memramcook*, *Dorchester* (117 miles), and *Sackville*, seat of a *Methodist College*. Here the route crosses the *Tantramar River*, and over the *Tantramar Marsh* to *Aulac* (132 miles), near which place it crosses the *Aulac River*. Soon afterwards the *Missiguash River* is

crossed, and we enter the PROVINCE of NOVA SCOTIA, the first station in which is AMHERST (138 miles).

This town is exactly half-way from St. John to Halifax, the distance to either being 138 miles. It is pleasantly situated on the Cumberland Basin, an arm of the Bay of Fundy. It has 3,500 inhabitants.

The line now runs southward, passing several unimportant stations, passes through forests for a long distance and reaches (215 miles) TRURO, a prosperous town with many manufactures and a large business in fishing and shipbuilding, population 4,000. We now pass several unimportant stations. Soon after leaving ENFIELD (248 miles) we reach the shore of GRAND LAKE, which is 9 miles long by about 2 in width. Rocky Lake is crossed before reaching Bedford (268 miles), and we soon reach HALIFAX (276 miles), population 30,000.

The city, the capital of Nova Scotia, is upon the south coast of the peninsula, on the declivity of a hill about 250 feet high, rising from one of the finest harbours on the continent. The streets are generally broad, and for the most part macadamized. Viewed from the water, or from the opposite shore, the city is prepossessing. In front, the town is lined with wharves, which always exhibit a spectacle of commercial activity. "Warehouses rise over the wharves, or tower aloft in different parts of the town, and dwelling-houses and public buildings rear their heads over each other, as they stretch along and up the sides of the hill." The spires of the churches, the signal-posts on *Citadel Hill*, the different batteries, the variety of style in which the houses are built; rows of trees showing themselves in different parts of the town; the vessels under sail, at anchor, or along the wharves; the wooded and rocky scenery of the background,

with the islands and the town of *Dartmouth* on the east shore—are all pleasing objects."

Of the public buildings, the chief is the *Province Building*, 140 feet long by 70 broad, ornamented with a colonnade of the Ionic order. It comprises chambers for the Council and Legislative Assembly, and also for various Government offices. The *Government House*, in the southern part of the town, is a gloomy-looking structure, near which is the residence of the military commandant. The admiral's residence, on the north side of the town, is a plain building of stone. The north and south barracks are capable of accommodating three regiments. The *Wellington Barracks* (in the northern part of the town), which comprises two long ranges of substantial stone and brick buildings, is the most extensive and costly establishment of the kind in America.

The Roman Catholic Cathedral of St. Mary has been much improved by the addition of a granite façade and spire.

There are many fine drives in the neighbourhood, the favourite ones being to *Bedford Basin*, *Point Pleasant*, and the *North West Arm*.

ROUTE 51.

ST. JOHN TO HALIFAX, BY
THE ANNAPOLIS BASIN.

Distance 190 miles, or 86 miles less than by Intercolonial Railway. Steamers leave on Monday, Wednesday, Friday, and Saturday mornings, connecting at Annapolis with the trains to Halifax. The journey from St. John to Halifax is made in 12 hours. Fares, 1st class, \$5; 2nd, \$3.50.



HIS is an agreeable route in pleasant weather, but whenever it is otherwise the passage across the Bay of Fundy is anything but agreeable to those liable to sea sickness.

Leaving St. John the steamer takes a direct course across the bay in a south-easterly direction to Digby Gut, known formerly as St. George's Channel. This passage is about two miles in length, and having gone through it the steamer enters *Annapolis Basin*, and taking a south-easterly course reaches (3 miles from the channel) *Digby*, a village of about 1,000 inhabitants on *Annapolis Basin*, noted for its fisheries, and particularly for its her-
ring. From Digby across the Basin to Annapolis is 18 miles. Bear Island is passed soon after leaving Digby, and 9 miles beyond is *Coat Island*. Soon after passing which we reach *ANNAPOLIS ROYAL*, at the head of the Basin, a town of 600 inhabitants, much re-

sorted to in summer for its agreeable climate and the sea fishing, as well as for the trout fishing in the vicinity. There is here an extensive fortress, now abandoned.

Leaving Annapolis by railway the first station (14 miles from St. John) is *Bridgetown*, population 1,000; then *Paradise*, *Lawrenceton*, *Middleton* (89 miles), and several unimportant stations, after passing which we reach *AYLESFORD* (103 miles), about 12 miles from which are the *AYLESFORD LAKES*, one of which, *Kempt Lake*, is 7 miles long. Passing *Berwick* (108 miles) we enter the *Cornwallis Valley* and reach *Kentville*, a thriving town of 1,000 inhabitants, the head-quarters of the railway. Leaving *Kentville* we pass *Port William* and reach (127 miles) *WOLFVILLE*, from which the *LAND OF EVANGELINE* is most conveniently visited.

It is a little over three miles by road from *Wolfville* to *GRAND PRÉ*. "Just beyond the railway station of *Grand Pré* the traveller reaches the site of the ancient village. Standing on the platform of the station he sees a large tree at the corner of the field on the left front. Near that point are the faint remains of the foundations of the *Acadian church*. The tradition of the country-side claims that the aged willow tree near by grows on the site of the shop of *Basil the Blacksmith*, and that cinders have been dug up at its foot. The destruction effected by the British troops was complete, and there are now no relics of the ancient settlement except the gnarled and knotty trees of the orchards, the lines of willows along the old roads and the sunken hollows which indicate the sites of former cellars. Near the shore is shown the place where the exiles were put on shipboard."—*Sweetser*.

Longfellow, in his "*Evangeline*," thus speaks of *Grand Pré* :—

"In the Acadian land, on the shores of the
Basin of Minas,
Distant, secluded, still, the little village of
Grand Pré
Lay in the fruitful valley, vast meadows
stretched to the eastward
Giving the village its name, and pasture to
flocks without number."

And of the spot after its inhabitants
had been exiled and the village de-
stroyed, he says,

"Many a weary year has passed since the
burning of Grand Pré,
When on the falling tide the freighted
vessels departed,
Bearing a nation, with all its household
gods into exile,
Exile without an end, and without an
example in story.

Far asunder, on separate coasts, the Aca-
dians landed;
Scattered were they, like flakes of snow,
when the wind from the north-east
Strikes aslant through the fogs that darken
the Banks of Newfoundland."

ANOTHER ROUTE BETWEEN ST. JOHN
AND HALIFAX is by steamer from St.
John, through the celebrated BASIN
of MINAS, renowned for its fine
scenery, to WINDSOR, whence train is
taken to Halifax (about 14 miles). A
steamer leaves St. John every Tuesday
at high tide for Windsor. Fare to
Halifax, \$4. A steamer leaves Wind-
sor every Wednesday at high tide
for St. John.





THE SHOOTING AND FISHING RESORTS OF NORTH AMERICA.

IN nearly every one of the States of the Union and in all the Provinces of British North America, the seeker after game, whether in the forests or streams, will find ample opportunity for the practice of his art. A North American gazetteer for sportsmen would, if complete, contain the name of every one of the States and provinces and of nearly every county. In fact an elaborate and most valuable and exhaustive work published in New York in 1877, and bearing the title "Sportsman's Gazetteer and General Guide," contains notices of the game and fishes of every one of the States and territories and the minor subdivisions of the whole of North America. It must not be supposed, however, that in old and thickly settled districts, where the forests and plains have for generations been hunted, and where there is a fisherman for every rod of every stream the bags are likely to prove remunerative. It is only in the more remote districts, away from great towns, that the

labours of the sportsman are likely to be well rewarded. There are forests and fields and streams even in the older States like Massachusetts and New York, which afford a certain amount of sport for those who cannot find their way to the wilds of Maine, the prairies and streams of the Great West, or the tropical wildernesses of Florida. It is not within the scope of this work to point out all the game resorts of a country so vast, but to indicate such as will afford sport enough to warrant the labour and expense of a reasonable journey to reach them.

It is presumed that the readers of this Guide Book are already possessed of some knowledge of the game found in various parts of North America, and that they are familiar with guns and fishing implements. It will be the duty of the compiler therefore to point out only the spots where game may be found, the best routes to the places indicated, and the cost of reaching them from the chief towns of the country.

The resident American will require

no advice as to what kind of shooting or fishing implements are best for the game he expects to kill, for his own experience or that of his sporting neighbours will speedily teach him all this.

Englishmen seeking sport in North America need only to be told that there are no better implements for shooting or fishing than those they find in their own country. The English-made shot gun and fishing-rod will answer all the sportsman's purposes, unless he intends to "try conclusions" with the grizzly bear, buffalo, the moose, and a few of the larger quadrupeds, in which case the rifle is essential; but he can always supply his needs at moderate cost at any large town. And as to flies and other fishing details, the local dealers in almost every town and city will supply the proper articles, and furnish more-over any required information.

It has not been deemed necessary to give in all instances the names of hotels or of guides. Sportsmen have only to find their way to the vicinity of the places they desire to visit, and they will find the conductors upon the railways, the drivers of the country stages, and the hotel-keepers everywhere most ready to give them any advice or assistance. In nearly every town of any magnitude there are dealers in guns and fishing implements, who possess the requisite knowledge of the neighbouring shooting and fishing grounds, and who are pleased to impart it to strangers.

☞ The names of places where game or fish are believed to be especially abundant are printed in bold faced type.

THE EASTERN STATES.

MAINE.

Area 32,000 square miles; population 625,000. The State is bounded on the north by the St. Lawrence River and the British Provinces, on the east by New Brunswick and the Atlantic Ocean, on the south by the Atlantic, and on the west by New Hampshire and Lower Canada.

The surface of the State is rough and hilly, three-fourths of it being still an almost unbroken wilderness. In the interior are a great number of lakes, and the coast has a great number of bays and inlets. The lakes and rivers are celebrated for their fine fishing and wild fowl shooting. The moose is still abundant in the northern portion of the State, and bears and deer are found in all the wilder districts.

AROOSTOOK COUNTY. In the southern part of this county, near the New Brunswick line, near Grand Lake, are a large number of lakes in which the fishing is excellent. The lakes are all easy of access, and the region may be reached in a day from BANGOR (*see* Route 48 of this Guide Book). Landlocked salmon are very abundant, and there are some brook trout. The close season begins on September 15th.

FRANKLIN COUNTY. This and the adjacent county of Oxford, including

as they do the famous RANGELEY LAKES, are among the best fishing districts in America.

For routes from Portland, see Route 48 of this Guide Book. For hotels, see "Rangeley Lakes" in "HOTEL APPENDIX."

Rangeley Lake affords the best fishing, the best places being at the head near *Kimball's Hotel*, and at what is known as the *South Bog*.

Speaking of the hotel at *Rangeley City*, Hallock says, "Fishermen and those who like a quiet homelike house in the midst of the best trout fishing in New England would do well to come here."

Excellent fishing may be had in Lake Umbagog. At *Upton* there are good hotels.

Near *Andover*, where there is a good hotel (*Andover House*), are several good trout streams.

At *Phillips*, a town through which the route from Farmington (the terminus of the railway) to the Lakes lies, there are several good trout streams, not far from the hotels.

PISCATAQUIS COUNTY. The country along the line of the European and North American Railway from Bangor to St. John River abounds in lakes and streams which afford excellent trout fishing. *Sebec Lake*, reached by the railway named to *South Sebec* station, thence by stage, is noted for landlocked salmon and pickerel, and on its borders may be found ducks, grouse, and other small game.

A mile from Sebec Lake is *Phillips Pond*, abounding in trout.

Near *Monson* in this county there are no less than thirty ponds, all of which afford good fishing. Reached by the *Bangor and Piscataquis Railway* to GUILDFORD, thence stage 15 miles to *Monson* (good hotel). See also Route 48 of this Guide Book.

MOOSEHEAD LAKE. For route to this noted fishing and shooting region,

and for many particulars, see Route 48 of this Guide Book.

Mr. Hallock, in his exhaustive work "The Sportsman's Gazetteer," says of this region, "The shooting to be found at and about Moosehead Lake and its adjacent waters, embraces deer, caribou, bears, wolves, an occasional moose, squirrels, hares, ruffed grouse, ducks, and geese. Spencer Pond, at the head of Moosehead Lake, is a breeding place for black ducks, and Lucky Pond is a favourite resort for them. These are fifteen miles from Kineo, and twenty from Greenville. Ruffed grouse are abundant almost everywhere, and deer also on Spencer Mountain, a mile from Moosehead Lake. A great variety of game is found at Brassua Lake near the Canadian line, at the head of Misery River. The Wilson Ponds are full of trout. The nearest pond is three miles from the lake, and reached by a good road; boats can there be procured. Three miles beyond is the Upper Wilson; camping is necessary for much sport.

Eagle Stream. This is a short distance from the Lake House at Greenville, and affords good trout fishing. The stream flows through a meadow, and there are no bushes to obstruct the casting. For larger trout go to the outlet, twelve miles from Greenville, where trout averaging two pounds are caught in abundance.

Table Rock, at Mount Kineo, is a favourite spot for fly fishing, and a short distance from the hotel, a well known spot furnishes trout averaging five pounds, and white fish averaging one and a half pounds. Misery Stream, flowing into Lake Brassua near its outlet, Socateau River, Spencer Pond, Roach River and Lucky Pond, are all fine fishing grounds. Lily Bog furnishes excellent trouting, with duck and partridge shooting.

Guides can be procured either at

Greenville or Mount Kineo. They furnish generally their services, a canoe and cooking utensils, for \$3 per day. Boats can be procured of all sizes and styles, from birch canoes at twenty-five cents per day, to a steam pleasure yacht at \$10 per day. There are good liverys at the hotels. The best months for sport are August and September. The trip from Boston, including travelling expenses and a stay of two weeks, can be made for about *fifty dollars* (£10)."

NEW HAMPSHIRE.

Area 9,280 square miles; population 318,000. Bounded on the north by the St. Lawrence River, on the east by Maine and the Atlantic Ocean, on the south by Massachusetts, and on the west by Vermont. The north-eastern part of the State is mountainous and covered with forests, among which are numerous lakes. There are fair hunting and fishing grounds in this region. Hotels and other accommodation everywhere,—and good.

BELKNAP COUNTY. *Lake Winnepisiogee*. See page 143 of this Guide Book.

The lake affords fair fishing and the shores some bird shooting.

CARROLL COUNTY. At several places in this county are deer, partridges, brook trout, and black bass.

CHESHIRE COUNTY. The lakes and ponds about *Keene* contain perch and pickerel, and the region abounds in ruffed grouse, ducks, rabbits, and smaller game.

COOS COUNTY. In the neighbourhood of *Gorham* (see page 136) there is good trout fishing. The lakes at the head-waters of the Connecticut River, called the *Connecticut Lakes*,

furnish excellent trout fishing. The adjacent forests contain moose, deer, otter, mink, and sable. Best station for reaching the lakes, *Island Pond* (see page 136).

VERMONT.

Area 10,200 miles; population 330,000. Bounded on the north by Canada, on the east by New Hampshire, on the south by Massachusetts and New York, and on the west by New York and Canada.

The general surface of the State is mountainous. It has many lakes and streams which afford fair fishing and some shooting, mostly of small game.

ESSEX COUNTY. This is a comparatively wilderness county in the north-eastern corner of the State. It has many ponds and lakes which afford excellent fishing, the fish being lake and brook trout, pickerel, and landlocked salmon. Station *Island Pond* (see page 136).

MASSACHUSETTS.

Area 7,800 square miles; population 1,457,000. Bounded on the north by Vermont and New Hampshire, on the east by the Atlantic Ocean, on the south by Rhode Island and Connecticut, and on the west by New York.

The surface of the State is generally rough, the valleys among the ranges of mountains being very fertile and beautiful. The coast abounds in bays, sounds, and islands, among which excellent fishing and wild fowl shooting are found.

BARNSTABLE COUNTY. On Buzzards Bay may be found ducks, plover, and other birds, and the variety of fish to be caught in the bay and adjacent waters is remarkable, there being above seventy. Accessible by Old Colony Railway (see page 51), *New Bedford*, reached by steamer from Providence and Newport, as well as by rail, is the head-quarters for sportsmen intending to visit Buzzards Bay.

The fishing and wild fowl shooting is excellent at *Chatham*, *Marshpee*, *Cotuit Port*, and other places in this county.

THE ELIZABETH ISLANDS, reached from New Bedford by yacht, are noted fishing and shooting grounds. The islands are *Cuttyhunk*, *Nashawena*, *Pasque*, and *Naushon*. The last named is stocked with English game birds, deer, and American prairie fowl. There is a club house belonging to a private club on each of the islands.

Near *Fall River*, a landing place of the New York and Fall River steamers, there is fair grouse and quail shooting, and in *Watuppa Lake* fair perch and pickerel fishing.

DUKE'S COUNTY. Near *Martha's Vineyard* (reached via Fall River, New Bedford, and thence by steamer) the fishing and shooting are good.

No Man's Land, reached by yacht from Martha's Vineyard, affords excellent fishing for striped bass and bluefish, and wild fowl are abundant.

The numerous bays along the whole coast of Massachusetts afford fair fishing and almost everywhere ducks and other wild fowl are found in reasonable numbers. In the interior there are some trout streams and lakes affording some sport, but the country is so populous and the sportsmen so numerous, that the State, except as to a few points on its coast, will never attract sportsmen from great distances.

RHODE ISLAND.

Area 1,000 square miles; population 352,000. Bounded on the north and east by Massachusetts, on the south by the Atlantic Ocean, and on the west by Connecticut. The surface is hilly, and there are numerous islands. The shooting is chiefly confined to wild fowl along the coast, and the fishing is such as is to be found along the whole coast of New England, and comprises more than one hundred varieties of fishes.

NEWPORT COUNTY. This county is composed almost entirely of small islands. Nearly everywhere wild fowl are abundant, comprising brant, teal, black ducks, greenheads, snipe, &c., &c. The fishing attracts great numbers of sportsmen, for whom there are ample and comfortable quarters. Reached by rail and steamer from Boston, and steamer (Fall River Line) from New York.

There are many places along the coast where excellent sport may be had with rod and gun, among them *Block Island*, reached by steamer from Newport, or Stonington, a noted place for bluefish; *Watch Hill*, easily accessible from Stonington (see page 50), where there is good fishing for bluefish, blackfish, striped bass, and other varieties, and shooting for ducks, geese, and snipe; and *South Kingston*, reached by *Shore Line* (see page 50), where there is also fair shooting and fishing.

CONNECTICUT.

Area 4,675 square miles; population 537,500. Bounded on the north by Massachusetts, on the east by Rhode Island and the Atlantic Ocean,

on the south by Long Island Sound, and on the west by New York.

The State is, for the most part, rough. It has several large and fertile valleys, as the Valley of the Connecticut, the Housatonic, and the Thames. The interior has little game, but the wild fowl shooting and fishing in the bays and inlets of the southern coast affords fair sport.

HARTFORD COUNTY. Kenosha Lake, near Danbury, affords good fishing.

MIDDLESEX COUNTY. *Saybrook Point*, at the mouth of the Connecticut River, affords excellent duck shooting (see "Shore Line," page 50).

There are salmon and black bass in *Lake Pocatsopogue* (East Hampton).

NEW HAVEN COUNTY. There is good fishing and duck and other shooting at Guilford and Milford, on the New York and New Haven Railway, and snipe and quail are abundant in the proper season in the low ground near New Haven.

The Thimble Islands, a little way east of New Haven, affords fine sea-fishing. These islands number several hundreds. Good hotels.

LICHFIELD COUNTY. The *Twin Lakes* at *Canaan*, on the Connecticut Western Railway, are well stocked with black bass, pickerel, perch, and other fish. There are also many fair trout streams in this region. In the same region are found grouse, woodcock, quail, ducks, wild geese; in fact nearly every variety of wild fowl. Reached from New York by the Harlem and Connecticut Railways.

NEW LONDON COUNTY. There is good fishing for striped bass at *Niantic*, and at *New London*. At *Noank* are found bluefish, mackerel, and other varieties, and the duck shooting in the season is fair.

THE MIDDLE STATES.

NEW YORK.

Area 47,000 square miles; population 4,720,000. It is bounded on the north by Canada, on the east by Vermont, Massachusetts, and Connecticut, on the south by Pennsylvania and New Jersey, and on the west by Lakes Erie and Ontario, and Canada.

Every variety of surface and every character of physical aspect are found within the State; vast fertile plains and grand mountain-ranges, meadows of richest verdure, and wild forest-tracts, lakes innumerable and of infinite variety in size and beauty, waterfalls unequalled on the continent for extent and grandeur, and rivers matchless in picturesque charms; the peaks and gorges of the Adirondacks and the Catskills, the floods of Niagara, and the ravines of Trenton, the placid waters of Lake George, the mountain-shores of Champlain, the deer-filled wildernesses and the highland passes of the Hudson.

Much of the northern portion of the State is still a wilderness. The great *Adirondack Wilderness*, comprising an area of *seventy-five miles square*, is one of the favourite resorts both of huntsmen and anglers, but its value to either has been greatly over-rated. In very many parts of the thickly settled portions of the interior of the State small game may be found in reasonable abundance, such as grouse, woodcock, snipe, squirrels, &c. In addition to the numerous trout streams scattered about the State, the many beautiful lakes furnish excellent fishing, *black bass* being the most nume-

rous of the finny tribe. In that part of the St. Lawrence which bounds the State, among and near the Thousand Islands, *muscalonge* fishing is the favourite sport.

Along the sea coast, notably about the shores of Long Island, there is good fishing in the numerous bays and inlets for bluefish, striped bass, sheepshead, weakfish, &c. The island has a few trout streams and above 100 private ponds. Ruffed grouse, quail, ducks, and other feathered game are found in fair quantities in some places.

The best trout fishing is in that part of the State bordering on Pennsylvania, and in the thinly settled region along the Erie Railway.

The following are the counties which have the reputation of furnishing sport enough to tempt the sportsman from a distance to visit them.

CAYUGA COUNTY. There is good snipe shooting in the Montezuma Marshes near Cayuga Lake, and the lake itself affords fair sport for the angler, the fish being mostly black, rock, and silver bass.

DELAWARE COUNTY. There are good trout streams and ponds at *Long Pond*, ten miles from Westfield on the *Oswego Midland Railway*, and at *Dean's Corners* and *Griffin's Corners*, on the *Ulster and Delaware Railway*.

GREENE COUNTY. At *Tannersville*, and *Leeds*, both reached by carriage from Catskill, there are good trout streams.

JEFFERSON COUNTY. This is one of the best fishing districts in the State, as it includes the Thousand Islands of the St. Lawrence and the Islands of Lake Ontario. Of this district Hallock in his "Sportsman's Gazetteer," says:—

"The Islands in Lake Ontario. Some of the finest black bass fishing within easy access of New York City, is to be found about the islands in

Lake Ontario, near where it merges into the St. Lawrence River.

The fish are equally plenty at the head and foot of *Stony Island*, at the foot of *Little Galloo*, at the head of Fox and the lower side of the Grenadier Islands. The *Duck Islands* are much better than either of those named, but considerably further out in the lake. They are very rarely visited and their shores are lined with bass. There is, however, little choice of water at the foot of the lake. Wherever a shoal makes out from the islands the bass congregate. These grounds are rarely visited, save by the inhabitants of the neighbouring hamlets, and the fish scarcely know the fear of the hook. Next to the Duck Islands, the bass are thickest at the foot of Galloo. There is fine pickerel and pike fishing in the little bays that indent the main shore, and often a muscalonge is taken there.

The black bass begin to bite in these waters about the first of June; July and August are the best months. They are caught with the fly, bait, or spoon. The island above-named may be reached from any of the fishing villages along the Jefferson County shore. The distance is short from Cape Vincent, Sackett's Harbour, Three-Mile Bay, Chaumont, or Henderson. The fishermen at the latter place charge three, four, or five dollars a day for their services, according to the kind and number of boats they furnish. For two persons in a sailboat that is small enough to be rowed, the price is three dollars. The expense of reaching Henderson Bay from New York City is \$8.40. There are no mosquitoes on the islands. The cost of camp or shanty life is small, and a party of five might spend ten days at the foot of the lake for \$40 each, including car fares. Five dollars a day would be the boatman's charge for the yacht and two skiffs. In

going this way the party can easily 'do' the Thousand Islands, also, by turning the yacht into the river and cruising down and back. The fishing, however, is far better in the lake.

Take the Ogdensburgh Railroad to Adams, thence stage to Henderson, where outfit can be procured.

The Thousand Islands. This well-known resort of pleasure seekers and summer tourists offers many attractions to the sportsman. The waters of the Bay teem with fish and wild fowl. Black bass, pickerel, perch, pike, and the muscalonge afford magnificent sport for the angler, while the gunner will find waterfowl in great variety and abundance, ducks, snipe, with woodcock and quail.

Alexandria Bay is the chief resort at the Thousand Islands. Black bass, pickerel, perch, pike, and muscalonge fishing; woodcock, snipe, quail and duck shooting. Board is readily obtained at the farm-houses in the vicinity. Boats and boatmen \$2 to \$3 per day. The principal routes are: 1. Via New York Central Railroad to Rome, thence via the Rome, Watertown and Ogdensburgh Railroad to Cape Vincent, thence steamer, 30 miles. 2. From Syracuse via Syracuse Northern Railroad to Sandy Creek, thence via the Rome, Watertown and Ogdensburgh Road. 3. From Utica via Utica and Black River Railroad to Clayton, thence steamer, 12 miles. 4. As before via Utica and Black River road to Morristown, thence stage 7 miles. This route includes Theresa and the Indian River lakes. 5. From Ogdensburgh via steamer. 6. By St. Lawrence River steamers.

The best known hunting and fishing grounds are: *Goose Bay*, three miles above the village; *Halstead Bay*, on the Canada side; *Eel Bay*, at the head of Wells' Island, the Lake of the Island, and Fiddler's Elbow.

The season for muscalonge is from the middle of May to the last of June, for bass from the middle of June to September.

Clayton. The fishing is excellent; black bass, pike, muscalonge. Reached via Utica and Black Valley Railroad, or steamer from Alexandria Bay, also via Grand Trunk Railway to Gananoque, Ont., thence ferry."

KING'S COUNTY. Long Island (of which this county forms a part) abounds in fish and in some kinds of game. In some of the bays, notably The Great South Bay, Peconic Bay, and Shinnecock Bay, the wild fowl shooting is good, and bluefish, sheepshead, and many other varieties of fish are caught in great numbers.

ORANGE COUNTY. Mirror Lake, near Florida, contains large pickerel, and partridges and woodcock are plenty in the neighbourhood.

Near *Monroe*, reached by the Erie Railway, about fifty miles from New York City, there are four lakes, called *Round*, *Long*, *Mombasha*, and *Hazards*, all affording excellent fishing, and woodcock abound in the vicinity.

Within easy reach of *Port Jervis*, a station on the Erie Railway, 87 miles from New York City, there are many good trout streams, and this region and the adjoining thinly settled County of Pike in Pennsylvania afford good shooting for small game. The adjoining County of Sullivan (New York) abounds in good fishing and hunting grounds. See below.

QUEEN'S COUNTY (part of Long Island). At *Far Rockaway* there is good blue fishing, and at *Rockaway Beach*, the fishing for bluefish, sheepshead, and other varieties is excellent. The Beach is a favourite resort of wild fowl. Both places are easily reached by rail from Brooklyn (opposite New York City).

ROCKLAND COUNTY. In Potague Lake, Truxedo Lake, and in Cedar

Pond, near *Stonburgh*, a station on the Erie Railway (35 miles from New York), the fishing for bass and perch is good. In the neighbourhood are woodcock and snipe.

SCHUYLER COUNTY. *Watkins*, on Seneca Lake, is a noted resort for anglers, the black bass fishing in the lake being excellent. There are some trout streams in the vicinity; but aside from the fishing in Seneca Lake there is little to recommend the neighbourhood either to the sportsman or the angler.

ST. LAWRENCE COUNTY. *Munawlonge* are taken in considerable numbers in the *St. Lawrence* near *Ogdensburgh*, and in the season ducks are abundant in the neighbourhood.

STEUBEN COUNTY. *Kenka* or *Crooked Lake*, partly in this and partly in *Yates County* (see *Route 45*), has salmon trout, pickerel, and bass.

SUFFOLK COUNTY. *Babylon*, near the Great South Bay, is a famous fishing locality. Great South Bay, to which stages run, is one-half mile south. A steambot crosses several times daily to *Fire Island*. The peninsula of which *Fire Island* is the western extremity, extends 40 miles to the north-east, and shelters Great South Bay, Moriches Bay, and Shinnecock Bay. The fishing ground off *Fire Island* is about 30 to 34 miles off shore, and about 4 to 6 miles long, having from 12 to 16 fathoms on the bank. There are cod, and a few halibut. The course is south by west from *Fire Island*, and it is found by the lead.

Anglers also have fine sport, taking bluefish with a rod in the vicinity of *Fire Island*, both inside and outside of the Bay. They are of large size, running from ten to thirteen pounds. An ordinary two-jointed bamboo bass-rod is used with float and sinker with *shedder crabs* for bait.

Long and *Cause Moriches* are popular resorts for both fishermen and sportsmen. *Cause Ground* is a noted place for ducks, geese, quail, rabbits, and other game. Great *Shinnecock Bay* is also a good place for ducks and other wild fowl, and in the vicinity are grouse, quail, and rabbits. The whole coast of Long Island as far as *Munawlong Point* is excellent for sea-fishing and for wild fowl shooting. Hotel accommodations are everywhere excellent.

SULLY COUNTY. This county is noted for its numerous trout streams. The fish are not large and the vicinity of the region to New York City and other populous places renders it too easy for fishermen to reach. The *Beaverkill Creek* is a noted trout stream, and *Balsam Lake* and some ponds in the same region contain trout. *Narrowesburgh*, a station on the Erie Railway, is a good head-quarters for trouting, and deer and smaller game may be found within a reasonable distance.

ULSTER COUNTY. In the north-east corner of this county is a wilderness tract of country called the *Catskills*, in which ruffed grouse abound. *Route* via *Hudson River* to *Kingston*, thence by rail (22 miles) via *Shokan*, to *Watson's Hollow*. *Hallock* says that this region is unknown to sportsmen, and sure to afford abundant sport.

Lake Mohawk abounds in black bass. Reached by *Erie* and *Watkill* Railways. It is about 30 miles from New York City.

Lake (pickerel, ruffed grouse, &c.), and at *Lake Hopatcong*, reached by the *Delaware and Lackawanna Railway*.

NEW JERSEY.

Area 8,320 square miles; population 907,000. The State is bounded on the north by New York, on the east by the Atlantic Ocean and Hudson River, south by Delaware Bay, and west by Delaware River. It is 163 miles long, and from 40 to 70 miles wide. Though small in extent, New Jersey presents many natural attractions. Her sea-coast abounds in favourite bathing and *sporting* resorts, much visited by the citizens of New York, Philadelphia, and Baltimore.

In the southern and central portions of this State the country is flat and sandy; in the north are some ranges of picturesque hills, interspersed with lakes and ponds. Some of the Alleghany ridges traverse New Jersey, forming the spurs known as Schooley's Mountain, Trowbridge, the Ramapo, and Second Mountains. In the north-western part of the State are the Blue Mountains.

The sea coast is indented by many bays and inlets which are noted for their fish and wild fowl.

ATLANTIC COUNTY furnishes duck and snipe shooting and sea fishing, as does *Cape May*.

OCEAN COUNTY, which includes *Barnegat Bay* and *Inlet*. Forked River and Beach Haven have excellent sea fishing at many points, including bass, bluefish, sheepshead &c., and in many places ducks, snipe, woodcock, and other game are abundant. Reached from New York by the New Jersey Southern Railway. Excellent hotels, boats, and guides everywhere.

There are fine sporting grounds in MORRIS COUNTY, notably at *Budd's*

PENNSYLVANIA.

Area 43,000 square miles; population 3,600,000. The State is bounded on the north by New York and Lake Erie, on the east by New York and New Jersey, on the south by Delaware, Maryland, and Virginia, and on the west by Ohio and Lake Erie.

The surface of the State is extremely diversified. One-fourth of her area is occupied by mountain-ranges, sometimes reaching an elevation of 2,000 feet. These hills, links of the Alleghany chain, run generally from north-east to south-west, through the eastern, central, and southern portions of the State. The spur of this hill-range is called South Mountain, where it rises on the Delaware, below Easton. Next, as we go westward, come the Kittatinny, or Blue Mountains, and the Broad Mountains, south of the North Branch of the Susquehanna. Across the river is the Tuscarora. South of the Juniata are the Sideling Hills, and, lastly, come the Alleghanies, dividing the Atlantic slope from the great Mississippi valley region. West of the Alleghanies, the only hill-ranges in the State, are the minor ones called the Laurel and the Chestnut ridges. This belt of mountains extends over a breadth of 200 miles, enclosing numberless fertile valleys, many charming waters, and the greatest coal-fields and iron deposits in the Union.

The mountainous regions are covered by forests in which large game is abundant, and trout streams may be counted by hundreds.

BLAIR COUNTY. At and near *Al-*

toona, an important station of the Pennsylvania Railway, and which is situated in a wild and mountainous region, large game such as deer and bears are frequently found; also wild turkeys, partridges, and woodcock. An excellent hotel at the station.

The best counties in the State for both hunting and fishing are Cameron, Clinton, McKean, and Potter. *Emporium* and *Renovo*, stations on the Philadelphia and Erie Railway (see Route 45), are excellent headquarters for sportsmen desiring to explore the forests and streams of the counties named. There are many trout streams near *Lockhaven* (see Route 45) and at *Young Woman's Town*, which is reached from *Renovo* (see above).

Elk County, reached also by the Philadelphia and Erie Railway, abounds in deer and bears, and wolves are frequently met with. Smaller game is abundant, and the small rivers known as *Clarion Straights* and *Trout Creeks* are noted for trout. Good hotels are found everywhere, and good guides may be had at very reasonable rates.

LYCOMING COUNTY, reached by the *Northern Central Railway* (see Route 45), is noted for its trout streams, but of late years great numbers of sportsmen from the great cities, finding the region so easy of access, have swarmed thither. The points from which excursions are made are *Trout Run*, *Bodinesville*, and *Ralston*, all stations on the railway with excellent hotel and other accommodation.

MONROE COUNTY, reached via the *Delaware and Lackawanna Railway*, has many good trout streams, notably at *Tobyhanna Mills*, not far from the famous *Delaware Water Gap*, and at *Stroudsburg* and *Henrys ville*.

PIKE COUNTY, one of the wildest in the State, easily accessible from New York by the Erie Railway to Port

Jervis station (87 miles from New York), or to *Lackawanna* (110 miles, see Route 9, page 70, of this Guide Book), abounds in game and fish, the former including bears, deer, ruffed grouse and smaller game, the streams and ponds furnishing trout, bass, and pickerel.

Eight miles from Port Jervis is *Milford*, within easy distance of which there are numerous trout streams affording excellent sport. Ruffed grouse, partridges, quail, and woodcock are abundant in the vicinity. Guides are numerous and cheap, and good hotels are found everywhere. *Shohola*, on the Erie Railway (106 miles from New York), is an excellent stopping place for sportsmen who intend to visit the forests and streams of Pike County.

THE SOUTHERN STATES.

VIRGINIA and WEST VIRGINIA.

Area 61,352 square miles; population 1,667,177 (Western Virginia has a separate State government, but they are here described together for convenience).

The State is bounded on the north by Ohio, Pennsylvania and Maryland, on the east by Maryland and the Atlantic Ocean, on the south by North Carolina and Tennessee, and on the west by Kentucky and Ohio.

The State is divided into the *Eastern Shore*, lying between the Chesapeake and the Atlantic Ocean; *Tidewater*, from the Chesapeake to the Blue Ridge; *The Valley*, between the Blue Ridge and the Alleghanies; and *Western Virginia*, reaching from the Western Valley to the Ohio and the boundaries of Kentucky. The *Eastern Shore* is generally level and sandy, with few streams; but, crossing the Chesapeake, a large number of rivers afford easy access to the interior. These are the Potomac, the Rappahannock, the Mattaponi, and Pamunkey, which unite to form the York; James River, of which the Chicahominy is a tributary; the Nottoway, and the Dan, and Staunton forming the Roanoke. These rivers are generally navigable a considerable distance toward the mountains, in which the majority take their rise, and their banks are highly picturesque. The Tidewater region is generally level until near the mountains, where it is broken into a rolling country, affording excellent pasturage.

The State abounds in grand scenery. The mountainous parts abound in game, such as deer, quail, turkey, foxes, &c. In the tidal waters along the coast, sea fishing is excellent and duck and other wild fowl shooting abundant. In the interior are numerous trout streams. In fact, for the sportsman the whole State, including West Virginia, affords a most inviting field. Hallock says that "perhaps the best trout fishing on the Continent may be found in the head waters of Cheat River in Pendleton Grant and Tucker Counties, West Virginia, and in the head waters of the Greenbrier in Bath and Highland, Virginia, and Pocahontas, West Virginia, and in the Gauley River in Nicholas, and Webster Counties, West Virginia." Reached by the *Chesapeake and Ohio Railway* from Richmond, Virginia.

On the east in the counties of Accomack and Northampton, which lie between the Atlantic Ocean and Chesapeake Bay, forming a peninsula, water fowl are found in great numbers, including geese, brant, black mallards, and others. Snipe and woodcock are abundant also. Cobb's Island is a favourite resort for sportsmen. Every convenience and excellent accommodations are found there. There is also at the same place, and in fact everywhere on this peninsula, excellent fishing both in the sea and in the bay. The counties named are reached by frequent steamers from Baltimore.

Smyth County, Va., reached by the *Atlantic, Mississippi, and Ohio Railways* among the Alleghany Mountains, has bears, deer, wild turkeys, grouse, quail and woodcock: headquarters should be at *Marion*. There are many good trout streams in the neighbourhood, and as few of them are visited, fishermen may count upon excellent sport.

MORGAN COUNTY (West Va.), reached by the *Baltimore and Ohio Railway*, has deer, bears, wild turkeys, ruffed grouse, and other smaller game in great abundance. The station on the railway is Saint John's Run.

TUCKER COUNTY (West Va.), mentioned above, is a famous region for deer, bears, turkeys, and grouse as well as for trout. Hoys Wilderness and the Blackwater Region are in this county. Reached by *Baltimore and Ohio Railway* to Oakland, thence by waggon. At Oakland parties can procure supplies and all required information. A party with a good camping outfit would find better sport in this region for both rod and gun than in almost any other in America.

In WOOD COUNTY (West Va.), near Parkersburgh on the *Baltimore and Ohio Railway*, there is excellent trout fishing.

NORTH CAROLINA.

Area 50,500 square miles; population 1,069,000. It is bounded on the east and south-east by the Atlantic, on the south by South Carolina and Georgia, and north-west by Tennessee, from which it is separated by the Alleghany Mountains.

The innumerable bays and islands along its coast are eagerly sought by the fisherman and the sportsman. Immense quantities of shad and herring, and other fish, are taken here, and the estuaries of the rivers and the bays are among the favourite resorts of wild fowl of every species, making this coast scarcely less attractive to the sportsman than are the Chesapeake Bay and the shores of Long Island.

The level region extends about 60 miles from the coast, and is succeeded by a hilly country, west of which are mountain regions. The mountain streams are full of trout.

CARTERET COUNTY, in the vicinity of Beaufort, reached by steamer from New York, or by Railway to Morehead City, and steamer from that place, abounds in Canada geese, *canvas back ducks*, redhead and other ducks, snipe, and quail. The blue fishing is good. The same is true of CHOWAN COUNTY. In the neighbourhood of Newberne in Craven County, near *Havelock station*, there are several lakes which swarm with geese, black ducks, and mallards. The same is true of *Slocums Creek*, about 17 miles from Newberne.

Carrutuck County is a famous county for duck shooting. The *Carrutuck Shooting and Fishing Club* furnish all needful decoys, &c., at a reasonable rate. Its grounds are 40 miles from Norfolk, reached by steamer. Swans, geese, and ducks are found there in great numbers. Near Knott's Island, which is reached by direct steamer

from Norfolk, is a beach called the *Sand*, which is the resort of countless flocks of *canvas back ducks*, black ducks, widgeons, swans, and geese. Hotels, guides, and all requisites at low rates.

SOUTH CAROLINA.

Area 34,000 square miles; population 705,000. It is bounded on the north by North Carolina, on the east by North Carolina and the Atlantic, on the south by Georgia and the Atlantic, and on the west by Georgia.

The natural aspect of the State is exceedingly varied: on the seaboard of the south broad savannahs and deep lagoons, covered with fields of rice, and fruitful in tropical vegetation; in the middle districts, great meadows, overspread with maize, or white with cotton; and, to the northward, bold mountain ranges, valleys, and water-falls.

The coast fishing and shooting are the same as in North Carolina. BEAUFORT, COLLETON, and GEORGETOWN Counties abound in ducks, geese, snipe, and in the forests and swamps are a few deer, foxes, coons, and turkeys. There is little sport in the State to attract the hunter or the fisherman from the more attractive region farther north.

GEORGIA.

Area 58,000 square miles; population 1,185,000. It is bounded on the north by Tennessee, North, and South Carolina, on the east by South Carolina and the Atlantic, and on the south by Florida. The sea-coast is very similar in character to that of the Carolinas, being lined with fertile islands cut off from the mainland by lagoons or sounds. Wild fowl are abundant in all varieties. Upon the mainland rice plantations flourish, with all the semi-tropical vegetation

and fruit which one finds in South Carolina. Passing northward to the central regions of the State, the cotton fields greet the eye at every step, until the surface of the country becomes more and more broken and hilly, and at last verges upon the great hill region traversed by the Appalachian or Alleghany Mountains. These great ranges occupy all the northern counties, and present scenes of beauty and sublimity not surpassed in any part of America.

In the *hill country* of the State, in the county of Bastow, there is some fishing, and turkeys and quail are abundant. Along the coast there is good sea fishing, and ducks and other water fowl are found on the islands in the bays and inlets. There is little, however, to attract to the State the sportsman from any considerable distance.

FLORIDA.

Area 59,275 square miles; population 187,500. It is bounded on the north by Georgia, on the east by the Atlantic, on the south by the Gulf of Mexico, and on the west by the Gulf of Mexico and Alabama. The State is for the most part level, being nowhere more than 250 or 300 feet above the sea. The southern part is covered with a large sheet of water called the *Everglades*—an immense area filled with islands. The central portion of the State is somewhat elevated, the highest point being about 171 feet above the ocean, and gradually declining towards the coast on either side. The country between the Suwanee and the Chattahoochee is elevated and hilly, the western region is level. The swampy, island-filled lake, called the *Everglades*, is covered with a jungle of vines and evergreens, pines, and palmettoes. It lies south of Okecho-bee, and is 160 miles long and 60 broad. Its depth varies from one to

six feet. A rank grass springs from the vegetable deposits at the bottom, and, rising above the surface of the water, gives the lake the air of a lawn. In the interior of Florida there is a chain of lakes, of which the extreme southern link is *Lake Okechobee*, nearly 20 miles in length. Many of these waters are extremely picturesque.

THE ST. JOHN'S RIVER is the principal point of attraction. It comes from a marshy tract in the central part of the peninsula, flowing first north-west to the mouth of the Ochlawaha, and thence northward to Jacksonville, and finally eastward to the Atlantic. The country which it traverses is covered chiefly with cypress-swamps and pine-barrens: the banks, which are from ten to twenty feet high, are overgrown with the trees for which the State is famous, among which are the pine, magnolia, live-oak, and palmetto. (See Route 30 of this Guide Book, pages 161, 162.)

The game to be found in Florida is not only abundant but in very great variety. Among the animals are the panther, grey wolf, fox, raccoon, red deer, rabbits, and others less important. Among the game-birds are the wild turkey, quail, woodcock, plover, snipe, cranes, herons, ducks of many varieties, including the canvas back and the Canada goose. Among the fishes are the sheepshead, salt water trout, pompano (considered in the South the most delicious of all fishes), bass, ray, skate, and in fresh water the black bass, perch, and others.

The best field for the sportsman is the Indian River Country, the route to which is up the St. John's River to ENTERPRISE (see page 163 of this Guide Book), and thence by steamer to CRESCENT CITY and on by stage. The following particulars are stated by Hallock in his "Sportsman's Gazetteer:" "New Smyrna and the Indian River Country. Here are found bears,

deer, and wild turkeys. The fish are sheepshead, bass, salt water trout, blackfish, and others. The sheepshead run from one-half to seven pounds; average, three pounds; bass from one to thirty pounds; average five pounds; grouper from one to fifteen pounds; average three pounds; snapper from one-half to ten pounds; average, two pounds; trout from one to twenty pounds; average four pounds; drumfish from five to fifty pounds; average ten pounds; whitening and pigfish average one-half pound each; blackfish about one-half pound; bluefish, one-half pound.

In *Spruce Creek*, excellent black bass, redfish, sea trout, jew fish and tarpon fishing. The bass average two and a half pounds. Go to Major Alden's house, or Mr. Loud's. The best time for hunting is from 15th December to 1st February. In February the does are with fawn, and only the bucks are fit to kill. Wild turkeys should not be killed after February. The fishing is best after February.

The Hillsboro' for twenty miles is filled with mangrove and marshy islands, making many channels difficult to follow. 'Shipyard Reach,' fifteen miles south of Smyrna, is a noted place for ducks; but the best of all grounds is a little below on the west channel, where they come to a little pool all day long to drink. Parties have been here and shot a hundred to the man in half a day's shooting. Bissett's orange mound is a favourite place; here the wild oranges glow and gleam through the dark foliage, covering a shell mound, at whose base is a drinking pool where the ducks flock by scores. October and November are the best months, and again in March, the interim being spent by the greater part of the mass of ducks wintering in Florida further south.

Titusville and the Indian River

Country. Titusville is a point of arrival and departure for more interesting points on the river. For ducks one must go across the river to Dummitt's, ten miles, on to Banana creek, still further. For deer, to Merritt's Island, or to the prairies bordering Salt or South Lakes. Boatmen and guides can be hired to any point on the lagoon and interior. Besides large game, such as bear, deer, turkeys, etc., this region *literally swarms with snipe and ducks*, at least during the winter months. Partridges (bob whites) are also sufficiently numerous to afford sport. The snipe shooting on the savannahs is *simply superb*. These savannahs (or natural meadows) afford sufficient moisture to attract the birds, without being so miry as to render the walking difficult or fatiguing, as is so often the case at points further north.

The localities for fish and game in Volusia and Brevard Counties, are:

For fish go to New Smyrna, Indian River inlet or Jupiter. For duck, Mosquito lagoon and Hillsboro', at the places already mentioned, the marshes between Black Point and the canal, at Dummitt's, Pelican Island, near the Narrows, and St. Lucie Sound. Ten Mile Creek, ten miles back of Fort Pierce, also abounds in teal and wood duck. For deer and bear, 'Turnbull's hammock,' near New Smyrna; Merritt's Island, and the beach ridge, three miles from the southern end; the Narrows; St. John's prairie, five miles west of Capron and beyond. For turkey, St. John's prairie and about St. Lucie Sound."

Within a few miles of Mellonville (see page 163 of this Guide Book) one may find deer, bears, turkeys, and a great variety of other game. Tents and supplies should be taken from Mellonville. Fox-hunting is one of the pastimes of the residents.

Besides the regions named and others accessible by the St. John's River route, there are other regions abounding in game and fish. In Hernando County, on the south-west coast at Homosassa, there is a region enthusiastically spoken of by Hallock and other writers. Here are found sheepshead, redfish, cavalli, channel bass, weakfish, red and black groupers, bream, snappers, skip jacks, sea trout and large snapping turtles. Around the basin and along the banks of the river are large numbers of water turkeys, many varieties of sea birds, and ducks in great abundance. In the woods and hammocks are bears, deer, turkeys, and other game. There are two routes to Homosassa—one via Savannah, Fernandina, or Jacksonville to Cedar Keys, and the other via Silver Spring and Ocala. "The sportsman can easily ascertain upon what day he will reach Cedar Keys, and by addressing Alfred E. Jones, Homosassa, Fla., in advance of the day of arrival, Mr. J. will be found at the Keys with a boat to transport visitors to his place free of charge. If unable to communicate with Mr. J. a suitable boat may be chartered at Cedar Keys for about \$10 for the trip, thirty miles. If the sportsman is desirous of visiting an interesting and attractive portion of the State, he can take steamer from Jacksonville to Silver Spring, and back from the Spring to Ocala, via stage, a distance of six miles. From Ocala to Homosassa the distance is forty miles over a fair road, and E. J. Harris, of the Ocala House, will make the necessary arrangements for transportation of visitors to the house of A. E. Jones, where will be found excellent accommodations at moderate prices. No place in the State presents so many attractions for the sportsman, if we take into consideration the sporting advantages in connection with home comforts, excellent accom-

modations, superior table, perfect cleanliness, and an admirable climate. Sportsmen who wish to enjoy themselves, and at the same time be accompanied by their wives, will find this place to offer many attractions."

The South-eastern Hunting District. South-west of Lake Okechobee, nearly to the shore of Charlotte Harbour, and from the Caloosahatchie River to Peace Creek, a distance of sixty miles, the sportsman will find a section *unequalled by any portion of the United States for deer hunting or turkey shooting*. In crossing the prairie from New Fort Centre large herds of deer are frequently visible on each side of the trail. Owing to the inequality of the surface, and the protection afforded by the tall grass and patches of saw palmetto, the game can be approached without difficulty. "With the exception of the few annually destroyed in the neighbourhood of Fort Thompson, they are unmolested, the grasses are nutritious, climatic conditions favourable, and, as a consequence, the amount of deer in this section is fabulous. This locality is truly the hunter's paradise, and if he desires variety, he will find numberless turkeys on the banks of the creek or in the adjoining islands; or if disposed to indulge in fishing, all that will be necessary is to use a bob, spinner, or fly, and he will soon tire of landing the largest and fattest trout in the State. On the rivers and lakes, ducks, coots, yellow-legged snipe, curlews, cranes, herons, water turkeys, and other birds exist in countless numbers.

To reach this locality the sportsman can take steamer to Charleston, Savannah, or Fernandina, and railroad to Cedar Keys; or steamer from New York to Key West. Punta Rassa can be reached from Cedar Keys or Key West by steamer, sailing weekly. From Punta Rassa sportsmen can as-

ceed the river to Fort Thompson, or take a bullock dray from Fort Myers."

In the westernmost part of the State, within easy reach of Pensacola, which is reached by railway, there are several rivers and creeks which abound in fish, and near which are deer, bears, and turkeys. In the Grand Lagoon there is excellent duck shooting all the year round. The black teal wing comes in great flocks in early spring, and remains until the end of May. They are shot by myriads.

ALABAMA.

Area 50,722 miles; population 996,992. It is bounded on the north by Tennessee, on the east by Georgia and Florida, on the south by Florida and the Gulf of Mexico, and on the west by Mississippi. The State is neither mountainous nor level but rugged and broken, especially in the centre. There are fine grazing lands in the low hills of the north where the Alleghany Mountains terminate, and the long flat valleys between them are very rich. There is abundance of deer and turkeys, and wild geese and ducks frequent the Muscle Shoals of the Tennessee River in immense numbers. Bears, wolves, and foxes are also met with.

BALDWIN COUNTY. In Wick's Bay, at the head of Mobile Bay and easily reached from the city of Mobile, and in Fish River, which empties into Wick's Bay, there is excellent fishing for salt-water trout, redfish, sheepshead, and mullets.

CHOCTAW COUNTY, in the western part of the State, has deer, bears, opossums, and turkeys. There are several lakes which abound in fish.

CLARKE COUNTY at many points along the Alabama and Tombigbee Rivers, affords excellent shooting, deer, bears, turkeys, geese, ducks,

snipe, and woodcock being almost everywhere abundant.

Lauderdale County is one of the best fields for sportsmen in America. In the forests are an abundance of deer and wild turkeys. The most noted shooting grounds, however, are the Muscle Shoals, referred to above. These shoals are 5 or 6 miles wide, and in winter literally swarm with wild geese and ducks. Wild turkeys are also found in abundance and deer are plentiful. The best route is to DECATUR, on the *Memphis and Charleston Railway*, thence by private conveyance. The Swan Lake and Beaver Lake, close to Decatur, abound in fish, among them being trout, salmon, pike, and perch.

In nearly every one of the counties in the northern part of the State are deer, wild turkeys, and other game. Along the rivers in the north there are very many places where wild duck abound, and the rivers and smaller streams are full of fish. In all the towns hotel accommodation is good and reasonable, and where there are no hotels the inhabitants of the country will be found hospitable and most obliging.

MISSISSIPPI.

Area 47,155 miles; population 828,000. It is bounded on the north by Tennessee, on the east by Alabama, on the south by the Gulf of Mexico and Louisiana, and on the west by Louisiana and Arkansas. The surface is undulating and generally very fertile with river bottoms of great productiveness; the sea coast is sandy but well timbered, and is considered one of the most healthy districts in the world. In its forests are found the deer, bear, wolf, and wild turkey, and its rivers and streams afford good fishing. A large

The following places are all readily accessible and afford excellent sport: *Galveston*, the chief sea port, is a convenient centre for sportsmen in quest of brant, mallard, grey ducks, red heads, *canvas backs*, and of trout, red-fish, sheepshead, and other fish, as well as alligators. The Western Bay is a noted place for game of all descriptions. *Houston*, reached by railway from all directions, is a good centre for deer, prairie chickens, geese, ducks, and quail. Game is very abundant.

In the north-western counties of the State the buffalo is still found. It is impossible, however, to indicate where the *buffalo range* will be found, as it is liable to change. It is believed, however, that at this time and for several years to come, the sportsman in quest of buffalo will find the best range along the southern border of Kansas, in the Indian Territory, and in the north-western counties of Texas, along the Canadian River and the North Fork of the Red River.

The northern part of Texas is at this time sparsely populated, but is rapidly filling up with emigrants from the older States and from all parts of Europe. It is now one of the finest fields in the whole world for the sportsman during the autumn and early winter months. Deer, bears, wolves, ducks, geese, turkeys, quail, and rabbits are found in the greatest abundance. The mildness of the climate renders it possible to camp with comfort down to the first of January.

Texas being one of the States where the BUFFALO may be found, it is deemed advisable to insert here some notes extracted from the best authorities in relation to

BUFFALO HUNTING.

See also Route 27, page 151, of this Guide Book.

NOTE.—The chapter on "THE BUFFALO COUNTRY" was compiled in 1874, since which time material changes have taken place in the BUFFALO RANGE. Few are now (1878) found in the valley of the Platte, and the numbers to be found along the lines of the Kansas Railways (see Route 17, page 129, of this Guide Book) are greatly diminished. It seems also to be conceded by all the best authorities that the buffalo is being rapidly exterminated and will disappear within a very few years. Efforts are now being made to procure legislation by the American Congress to prevent its complete destruction.

The following in relation to buffalo hunting is chiefly from *Colonel Dodge's* recent work on the "*Wild Game of the West*."

He gives it as his opinion that one skin in market represents from four to six beasts killed, and we think these figures not too large. "*Still hunting*" should be resorted to only when a camp is in pressing need of fresh meat. Still it is always difficult to curb the ardour of the young tyro, whose sole desire seems to be to kill as many buffaloes as possible for no other reason than that he may relate his stories to admiring friends, on his return to the settlements. The "still hunter," if he be an adept and understands the habits of the game he pursues, may very soon wipe out of existence a moderately large herd of buffaloes.

He will take into consideration, says Colonel Dodge, the direction of the wind, the lay of the land, and other minor points; he will use creek bottoms, gulches, and ravine approaches in his stalking. When within shoot-

ing distance he commences to kill off the herd one by one at his ease, meanwhile, keeping himself entirely concealed from view. The Bison stupidly watch their comrades stagger and fall, but do not offer to run. They are startled by the rifle report, but are unaware in which direction to look for an enemy. The skin hunter strips the animals of their hides, and leaves the carcasses to decay or become the food of wolf and jackal. The mortality of the buffalo from the slaughter of Indians, but more particularly white hunters, is simply frightful, and when it is stated by one who knows that during the three years of 1872-3-4 over four and a half millions of these beasts were slaughtered, it can be readily imagined by the most uninformed that the species will soon cease to exist.

Hunting from horseback is followed in the same manner by whites as practised by the Indians. Hallock in his Gazetteer gives the following account of a buffalo hunt. "It was our good fortune a few years ago to accompany the Pawnee Indians on their grand annual Buffalo Hunt, and a short description of how the hunt was conducted after the herd was discovered will suffice to give the reader an idea of a Bison Hunt on horseback.

After the scouts had brought into camp notice of the proximity of a herd, the men removed the saddles and bridles from their horses, substituting for the latter a strip of rawhide around the lower jaw. They also stripped off their own clothing and stood forth as naked as when they came into the world, save for a breech clout and a pair of moccasins apiece. Their bows and arrows they held in their hands. At a given signal they started off, at first on a slow trot, but gradually increasing their speed until the trot became a canter, and the canter a swift gallop.

At length we reach the top of the last ridge and see the buffalo lying down in the creek bottom a mile beyond. The place could not have been more favourable for a surround had it been chosen for the purpose. A plain two miles broad and intersected by a narrow stream, is encircled by high bluffs, up which the buffalo must toil slowly, but which the more nimble ponies can ascend almost as fast as they can run on level ground. As we commence to descend the face of the bluff, the pace is slightly accelerated. The Indians at either extremity of the line press forward, and its contour is now crescent like. Men and horses commence to evince more excitement, but the five hundred buffaloes reposing below us do not seem to notice our advance. A few wily old bulls, however, that occupy the tops of the lower bluffs, take the alarm and commence to scud off over the hills. At last when we are within half a mile of the ruminating herd a few of them rise to their feet, and soon all spring up and stare at us for a few seconds; then down go their heads, and in a dense mass they rush off toward the bluffs. As they rise to their feet the leaders of our party give the signal, and each man puts his horse to its utmost speed. The fastest horses are soon among the last of the buffalo, but still their riders push forward to try and turn the leaders of the herd, and drive them back into the plain. This they in part accomplish, and soon the bottom is covered with the flying animals. They dash madly along, and the trained horses keep close to the buffalo without any guidance, yet watch constantly for any indication of an intention to charge, and wheel off, if such intention is manifested. The Indians discharging arrow after arrow in quick succession, ere long bring down the huge beast, and then turn and ride off after an-

other. Ourself and comrades having brought down three or four apiece, come together on a little hill that overlooks the valley and become spectators of the scene. Soon the chase is ended, and the plain is dotted with dark objects over each of which bend two or three Indians busily engaged in securing the meat. Every ounce of this will be saved, and what is not eaten while fresh will be jerked and thus preserved for consumption, during the winter. How different would have been the course of a party of white hunters had they the same opportunity. They would have killed as many animals, but would have left all but enough for one day's use to be devoured by the wolves or to rot upon the prairie."

The late William Blackmore of London, whose experience of the "Great West" was exceeded by that of few, stated not long since to the Editor of this book, that he had killed a buffalo while hunting on foot, on horseback, and on a locomotive engine of one of the Pacific railways!

THE WESTERN STATES.

ARKANSAS.

Area 52,198 square miles; population 495,000. It is bounded on the north by Missouri, on the east by Tennessee and Mississippi, on the south by Louisiana, and on the west by Texas and the Indian Territory. The State is very flat in the southern portion, the middle is wooded, with some prairie land, and the northern part is rough with a large proportion of forests. The game consists of bears, deer, wild turkeys, and water

fowl of every description. The rivers and lakes furnish an abundance, and a great variety of fish, among them being the trout, black bass, perch, and others. Among the more noted game and fish resorts are the following: *Jackson Port*, in JACKSON COUNTY, on the White River, affords fine bass fishing. Reached by the St. Louis and Little Rock and Southern Railway to Newport, a station on the railway. In winter ducks abound in the neighbourhood of *Jackson Port*. Geese and woodcock are also numerous. *Texarkana*, a station on the same railway farther south, is a good starting point for the game districts in the vicinity which abound in bears, deer, wild turkey, and grouse. Near *Helena*, which is on the Mississippi River, are many small lakes where are found great numbers of water fowl, and the lakes afford fine fishing for trout, bass, and perch. *Forest City*, ST. FRANCIS COUNTY, a station on the Memphis and Little Rock Railway, forty miles from Memphis, is the centre of a district, the game of which comprises bears, deer, wild turkeys, and water fowl in great variety. The fish are black and striped bass, trout, perch, &c., &c. Seventy miles north are the St. Francis and Little Rivers, on the banks of which is all the game above enumerated.

To properly enjoy the sporting resources of this State, one should fit out with camping requisites.

TENNESSEE.

Area 45,000 square miles; population 1,258,800. It is bounded on the north by Kentucky and Virginia, on the east by North Carolina, and on the south by Georgia, Alabama, and Mississippi, and on the west by Arkansas. The eastern part of the State is crossed by ridges of the Alleghany Moun-

tains, some of which have an elevation of 2,000 feet; the middle region between the Cumberland and Tennessee Rivers is hilly, and the west is level. The State is richly wooded with pine, oak, hickory, cedar, maple, and black walnut. The woods abound in game, as bears, deer, opossums, foxes, &c. Wild fowl are found in many of the rivers. The State is not noted for fish.

Reelfoot Lake, in DYER COUNTY, reached from *Johnsonville* on the railway from Nashville to Memphis, is a noted resort of ducks, geese, and other water fowl, and in the vicinity bears and deer are found. *Chatanooga*, a well-known railway town in East Tennessee, is an excellent starting place for several streams in which there is excellent fishing, and in the mountains which enclose the city are bears, deer, and other large game.

KENTUCKY.

Area 37,680 square miles; population 1,350,000. It is bounded on the north by Illinois, Indiana, and Ohio, on the east by Virginia, on the south by Tennessee, and on the west by Missouri, and Illinois. The surface is rolling hilly in some portions, and in the south-east mountainous.

The State contains little game except of the smaller kinds. Fox hunting is a pastime of the residents, and there are many fine packs of hounds.

are no mountains, but the land, toward the centre of the State, is 1,000 feet above the sea.

The dividing line between the waters flowing toward Lake Erie, and those running into the Ohio, is a ridge, extending from east to west, and lying nearer to the lake than to the river, thus giving greater length and volume to the streams running southward than to those to the north. The State was originally well timbered, but many of the forests have been felled, to make way for towns and fields.

There is little large game in the State, and there are few attractions for the sportsman, except along the shore of Lake Erie, where the wild fowl shooting and fishing are very celebrated. At and about *Sandusky*, a well-known port upon Lake Erie, there is good duck shooting. *Kelley's Island* in the lake, not far from the city, is a famous resort for fishermen, and the black bass is very abundant. *Put-in-Bay* is another famous resort for black bass fishermen, reached from Sandusky. *Point au Pelee* is also an attractive point for fishermen, and in the autumn duck shooting here is excellent.

There are many points in the State where there is fair shooting for snipe, quail, and like game, but nothing to attract the stranger from a distance.

MICHIGAN.

Area 56,243 square miles; population 1,250,000. It is bounded on the north by Lake Superior and St. Mary's River, on the east by Lake Huron and the Huron River, on the south by Ohio and Indiana, and on the west by Lake Michigan and Wisconsin. The State is divided by Lakes Huron and Michigan into two irregular pe-

OHIO.

Area 39,964 square miles; population 2,750,000. It is bounded on the north by Lake Erie and a part of Michigan, on the east by Pennsylvania, on the south-east by West Virginia, on the south by Kentucky, and on the west by Indiana. There

peninsulas, the lower or southern lying between Lake Michigan on the west, and Lakes Huron, St. Clair, and Erie on the east, and the northern, between Lake Superior on the north, and Lakes Michigan and Huron on the south. The northern peninsula is about 320 miles long and 130 in its greatest breadth, and the southern 238 miles from north to south, and 200 from east to west. The unique character of the scenery of the upper peninsula of Michigan, and the easy means of access, promise, in the course of a few years, to make this region one of the most popular summer resorts in America. Excepting in portions of its southern boundary, the State is everywhere surrounded by the waters of the Great Lakes, inasmuch that it has a coast of nearly 1,100 miles. Of this coast, 350 miles belong to Lake Superior, as much more to Lake Michigan, 300 to Lake Huron, 40 to Lake Erie, and 30 to St. Clair. Besides these waters, which encompass the State, there are many beautiful ponds scattered over the interior. The southern peninsula is chiefly interesting in an agricultural point of view.

The forests of the northern peninsula are full of game, and Lake Superior and the streams running into it afford the best fishing in America.

(For means of access see Route 36, page 171, of this Guide Book.) The following halting places for sportsmen are given in the order in which they are reached by the steamers going to Lake Superior from Buffalo and Detroit. (These steamers leave Buffalo five times a week in summer.)

Sault Ste. Marie. Here are many excellent trout streams. The white fish is caught in great quantities and forms one of the chief articles of export. *Grand Island* (120 miles from Sault Ste. Marie) is 10 miles long and

5 miles wide. Its shores afford excellent fishing. *Munising*, on Grand Island Bay, is a favourite resort for fishermen. *Marquette* (see page 172) is on the Bay of Marquette, the waters of which are full of white fish and salmon trout, some of the latter exceeding twenty pounds in weight. Beside the fishing in the lake and bays, there are within easy reach of Marquette some of the best trout streams in America. In the Chocoly River, 3 miles from Marquette, trout weighing five and six pounds are taken.

On the railway running south from Marquette to Milwaukee and Chicago (the Chicago and North Western Line, see Route 10) is (31 miles) *Negaunee*, a famous iron manufacturing town, near which are bears, deer, otter, brook and lake trout, bass, and white fish in great abundance. The hunting and fishing localities are readily accessible, and the hotel and other accommodation good. Continuing southward by this route we reach (65 miles from Lake Superior) *ESCANABA*, a pleasant summer resort, in the neighbourhood of which are many trout streams.

"The country beyond Escanaba contains many fine brook trout streams, and deer, bear, and other game, and fur-bearing animals. The sportsman, fisherman, or trapper, will find ample employment and sport here. There is a good winter hunting spot, 8 to 10 miles north of Day's River, and on Red Division (12 miles north of Escanaba) on the Smith River. On Bay de Noquet the deer congregate in a section of heavy timber and winter there. Splendid hunting may be had in the months of October, November, and December. Guides may be had at about two dollars per day. Guides make their head-quarters here, and this, without doubt, is the best point to fit out with everything

necessary for the trip, with exception of arms and accoutrements. The deer commence crossing at Little Lake, about August 5th; Helena Switch, about August 8th to 10th; McFarland's Hill (half-way between Helena and Centreville), 10th to 12th; Centreville, about 15th to 18th, and so on."—*Hallock*.

HOUGHTON, another stopping place of the steamers, is a most agreeable stopping place. It has an excellent hotel (*Douglas House*), and within 3 miles are 5 or 6 well-stocked trout-streams. *Salmon Trout River* (9 miles distant) is considered to be the best trout-stream in the Upper Peninsula.

The Twelve Apostle Islands are 470 miles from Sault Ste. Marie, and 250 miles west of Marquette towards DULUTH, at the head of the lake. They number twenty-seven. The following description of them is from Owen's "Geological Survey of Wisconsin:"

"At a distance they appear like mainland, with deep bays and points, gradually becoming more elevated to the westward. '*Île au Chêne*,' or *Oak Island*, which is next the Detour (or main-land), is a pile of detached drift, 250 or 300 feet high, and is the highest of the group. *Madeline*, '*Wau-ga-ba-me*' Island, is the largest (on which lies *La Pointe*), being 13 miles long, from north-east to south-west, and has an average of three miles in breadth. '*Muk-quaw*' or *Bear Island*, and '*Eshquagendeg*' or *Outer Island*, are about equal in size, being six miles long and two and a half wide.

They embrace in all an area of about 400 square miles, of which one-half is water.

The waters around the islands afford excellent white fish, trout, and siskowit, which do not appear to diminish after many years of extensive fishing for the lower lake markets. For trout and siskowit,

which are caught with a line in deep water, the best ground of the neighbourhood is off *Bark Point* or '*Point Encorce*' of the French. Speckled or brook trout are also taken in all the small streams."

There are many good trout streams near *Bayfield* and *Superior City*, on the way to *Duluth*.

The North Shore of Lake Superior may be reached by steamer from *Duluth* or *Marquette*. Among the best points for shooting and fishing are *Isle Royal*, *Neepigon Bay*, and *St. Ignace Island*, though there are very many other places which afford excellent sport; *Isle Royal* is 45 miles long by about 10 miles wide. It abounds in minerals. It contains a number of lakes, one of which, *Siskowitt Lake*, has no visible inlet. The island affords excellent fishing.

Neepigon Bay, 40 miles long, 15 wide, contains a number of beautiful islands. The waters and woods are full of fish and game, and the hills, which almost surround the bay, are rich in minerals and precious stones.

Ste. Ignace Island, 17 miles long and 6 broad, is noted for its silver and copper mines, its beautiful scenery, and the large quantities of brook trout which abound in the streams and small lakes. Deer and wild fowl shooting in all these places is good.

Guides to the hundreds of fishing and game resorts on the north shore of the lake may be hired at *Marquette*, where every requisite may be obtained. Guides may be had for \$1.50 per day. There is no part of America, Maine not excepted, which affords such fishing as the shores of Lake Superior.

There are many districts in the northern portions of the lower peninsula where trout fishing is excellent, and where in the season deer are abundant. *Kalkaska*, in the county of the same name, reached by the

Grand Rapids and Indiana Railway, is one of these. *The Intermediate, Boyne, Deer, Grass, and Jordan Rivers* are good trout streams. Guides are necessary in this region. Near *Baldwin*, in Lake County, reached by the *Flint and Pere Marquette Railway*, there are many lakes abounding in fish, and bears and deer are found in the neighbouring forests.

fishing in its many small lakes, and in the season ducks abound.

The *Kankakee River*, in the north-western part of the State, has ducks, geese, brant, and much small game, but its proximity to Chicago and other large towns, renders it too easy for sportsmen to reach it, and it is overcrowded in the season.

INDIANA.

Area 33,809 square miles; population 1,750,000. It is bounded on the north by Lake Michigan and Ohio, on the east by Ohio, on the south by the Ohio River, and on the west by Illinois. The State has no mountains, and the absence of them and of lakes renders it unattractive to the tourist as well as to the sportsman. It has very little large game, but pinnated grouse, hares, rabbits, and wild fowl are abundant.

Fort Wayne, one of the most prominent cities of the State, is within convenient distance of grouse and quail shooting, and deer and wild turkeys are found in the same county.

Montpelier, in *BLACKFORD COUNTY*, reached from *Fort Wayne* by the *Fort Wayne, Muncie and Cincinnati Railway*, is a good starting-point for a large tract of country which abounds in deer, wild turkeys, ruffed grouse, and wild fowl of several kinds.

VINCENNES, in *KNOX COUNTY*, is near splendid snipe shooting grounds, and pinnated grouse abound.

In *LAPORTE COUNTY*, in the northern part of the State, and within easy reach of Chicago by railway, at *Kankakee Bridge*, the wild fowl shooting is celebrated, and the county abounds in quail, snipe, and woodcock.

NOBLE COUNTY affords good bass

ILLINOIS.

Area 55,140; population 2,800,000. It is bounded on the north by Wisconsin, on the east by Lake Michigan and Indiana, on the south by Kentucky and Missouri, and on the west by Missouri and Iowa. The general surface of the country is that of elevated table-lands, inclining southward, though it is more level than the neighbouring States. In the lower portions there are a small stretch of hilly land, and some broken tracts in the north-west; and upon the Illinois River there are lofty bluffs, and yet higher and bolder points on the Mississippi.

The great landscape feature of Illinois is its prairies, which are seen in almost every part of the State.

The State has little large game but pinnated grouse on the prairies, and wild fowl on the lakes and rivers are very abundant.

Among the more noted places visited by sportsmen are the following: *Sheffield*, in *Bureau County*, 135 miles from Chicago, on the *Burlington and Quincy Railway*, is the starting-point for those in quest of ducks upon the many lakes in the neighbourhood, where excellent sport may be had. In the same county is the *Winnebago Swamp*, a noted resort of wildfowl.

Near *Alton* (reached by rail from any direction) near the mouth of the

Illinois River, is excellent wild fowl shooting.

Along the banks of the Illinois River, 20 to 30 miles below Peoria, there is an abundance of game, consisting of ducks of various kinds, including the *canvas back*, grouse, woodcock, etc., and the fishing, which is good, includes pike, bass, and other fish.

Geneva, in Du PAGE COUNTY, 36 miles from Chicago by the *Chicago and North Western Railway*, is a good centre for fishing in Fox River, which latter is well stocked with black bass, pickerel, and other fish.

The surrounding country is rolling, and is about equally divided between prairie and timber. The county affords fine shooting in season. Prairie chickens, quail, woodcock, partridge, and other game abound. *Nelson's Lake*, *Johnson's Mound*, and *Harrington's Island* are popular resorts, and are from 1 to 7 miles from the village.

Near DIXON, 98 miles from Chicago, on the *Chicago and North Western Railway*, there is excellent fishing in the Rock River; and plover, snipe, and woodcock abound. Pinnated grouse are abundant in nearly every country in the State.

The whole State is easily accessible by railway, and hotel accommodation is everywhere good and reasonable.

WISCONSIN.

Area 53,924 square miles; population 1,225,000. It is bounded on the north by Lake Superior and Michigan, on the east by Lake Michigan, on the south by Illinois, and on the west by Iowa and Minnesota. The country is a high rolling prairie from less to 1,200 feet above the sea, with no considerable mountains. The interior of the State is studded with

small, clear, and beautiful lakes generally well stocked with fish. In the forests are bears, deer, and other game; wild fowl are very numerous in very many places, and pinnated grouse, quail, and other smaller game abound almost everywhere.

In the extreme north-eastern part of the State which borders on Lake Superior, at and about *Bayfield*, the fishing is excellent. See "MICHIGAN."

Geneva Lake, one of the most noted resorts in the State for pleasure seekers, has pickerel, rock and black bass, and perch, but the most important of all is the celebrated "cisco," which comes to shore, and is usually seen but once during the year, which is from June 10 to June 15, when a certain fly becomes unpleasantly abundant about the shore, and which becomes food for the cisco during this their spawning time. Cisco fishing is a sport relished by many, who travel oftentimes long distances to share it with the villagers and visitors, who generally turn out and make it a gala week.

The Lake is 70 miles from Chicago by the *Chicago and North Western Railway*.

WALWORTH COUNTY, near the Illinois line, has 24 lakes, including Geneva Lake, above referred to, Crooked, Army, Potter's, Booth, Lulu, Como, Turtle, Whitewater, Bass, Holdens, Grove, Middle, Mill, Otter, and Pleasant. They are all well stocked with fish, and on the shores are good hotels.

CLINTON, in Rock County, 78 miles from Chicago, by *Chicago and North Western Railway*, is an excellent centre for "prairie chicken" shooting in autumn.

Koshkonong, 104 miles from Chicago, by the above railway, is within a mile of the lake of the same name. Its fish are black bass, pickerel, pike, yellow and silver perch, etc. Geese, ducks, brant, and swans are unusually

plentiful in its waters. Of ducks we have *canvas backs*, redheads, mallards, wrens, blackheads and spiketails. Wild celery grows here in great abundance, and for *canvas back* ducks this lake vies with the Delaware and Potomac Rivers, and with Chessapeake bay.

Farther north, by the same railway, 152 miles from Chicago, is Burnett Junction, close to which are celebrated shooting grounds. Ducks, geese, brant, and swans are found here in great numbers. Horicon, which near is Horicon Lake, affords good fishing. Mud Lake affords good duck shooting.

In the same part of the State are *Green Bay*, near which are numerous trout streams, and *Fond du Lac*, on Winnebago Lake, and near by are several other lakes, which afford excellent fishing. *Menasha* and *Neenah*, also in this vicinity, are good centres for shooting and fishing.

Green Lake is 90 miles north-west of Chicago, via Burnett Junction, see above, and affords excellent bass-fishing. A few miles from it are *Puckaway* and *Buffalo Lakes*, both full of fish, and affording the best duck shooting in Wisconsin.

In the north-western part of the State, near *Hudson*, there are many excellent trout streams, and ruffed grouse, ducks, and geese are very abundant. In the same county are elk, bears, deer, and other large game. Near *Menomonee*, in that part of the State, at what are called the "Tea Gardens," are many good trout streams, and in the vicinity are bears, deer, and ruffed grouse, the latter being very abundant. At *Dunville*, in the same county (*Dunn County*), ducks and geese abound.

Railway communication renders every part of the State easily accessible, and hotels are abundant and reasonable.

IOWA.

Area 50,914 square miles; population 1,250,000. It is bounded on the north by Minnesota, on the east by Wisconsin and Illinois, on the south by Missouri, and on the west by Nebraska and Dakota.

The surface is, for the most part, one of undulating prairie, varied with ridges or plateaus, whose extra elevations impel the diverse course of the rivers and streams. On the Mississippi, in the north-east, the landscape assumes a bolder aspect, and pictures of rugged, rocky height and bluff are seen. About nine-tenths of the surface is prairie. The timber is generally found in heavy bodies skirting the streams, but there are also many isolated groves standing, like islands in the sea on the prairies.

The State has very little large game, but its prairies abound in pinnated grouse, making it the best of the States in that respect. The sportsman to find excellent sport has only to alight at almost any of the railway stations not too near large towns, and he will find excellent sport close at hand.

The most accessible shooting grounds are those near the *Chicago and North Western*, and the other main lines of railway running east and west through the State.

On the eastern border of the State in CLINTON COUNTY are several places where in addition to pinnated grouse, ducks, geese, and other wild fowl abound. *Comanche* is an excellent centre for duck shooting. It is on the Mississippi River, very near Clinton where the Chicago and North Western Railway crosses the river. *Low Moor*, in the same county, has, beside grouse, ducks, geese, brant, woodcock, and snipe.

Farther west, on the same railway, in Benton County, are forests in which are wild turkeys and a few deer, grouse being also very abundant. As above stated, one may find excellent sport in grouse shooting near almost all the stations on the railways in the interior and western parts of the State. *Scranton*, a station on the same railway, beyond Cedar Rapids, affords also excellent fishing for bass and pickerel, and Glidden, a station a little farther west, is the starting point for one of the best shooting regions in Iowa. Deer, wild turkeys, and other game abound in the forests, the prairies swarm with grouse, and near by on the rivers and creeks, ducks, geese, and brant are numerous. At Missouri River Junction, where the Chicago and North Western Railway intersects the *Sioux City and Pacific Railway*, game is most abundant. There is a Sportsman's Club here.

In Dickinson County, in the northern part of the State, reached by the *Sioux City and St. Paul Railway* to Worthington station and thence by carriage, there is excellent shooting for grouse, canvas back ducks, mallards, redheads and wild geese, with good fishing in *Lakes Okoboji and Spirit Lake*.

"On the shores of Okoboji some Englishmen have built a shooting-box, and after the chicken and duck shooting in the fall, start from their pleasant head-quarters on the lake, out upon the plains in pursuit of elk, buffalo, black and white-tailed deer, antelope, beaver, and other large game found there. A Mr. Van Steenburg, from New York State, also has a shooting-box delightfully situated on the shores of another of the numerous and beautiful lakes. The weather continues very agreeable till after the middle of October, when it is apt to be cold and windy.

The route is via the *Sioux City and St. Paul Railroad* to Worthington, thence a beautiful drive of 30 miles over the rolling prairie, and along the timbered shores of the numerous lakes which give to the country, in the Indian dialect, its characteristic name of '*Minnesota*,' *land and water*. Comfortable accommodations will be found at Crandall's hotel. All the lakes and prairie lands in this region are splendid sporting grounds."—*Hallock*.

One advantage which Iowa possesses over most of the States is that excellent sport may be had close by the lines of railway, and the sportsman has no long, tedious, or costly journeys by waggon or on foot to reach his game. Hotels are abundant and reasonable throughout the State. The conductors on the railways here, as in most of the Western States, and the station masters, are themselves sportsmen, and make it part of their duty to give information and advice to sportsmen.

MINNESOTA.

Area 83,531 square miles; population 450,000. It is bounded on the north by the British Possessions, on the south by Iowa, on the east by Lake Superior, Wisconsin, and the Mississippi River, and on the west by Dakota Territory. Almost the whole is a fine rolling prairie of rich soil, a sandy loam adapted to the short summers of the climate. The surface of the country, excepting the Missouri plains, is interspersed with numerous beautiful lakes of fresh water—all abounding in the finest fish, and their banks covered with a rich growth of woodland.

The land is about equally divided between oak-openings and prairies,

the whole well watered by numerous streams. In the eastern section, on the headwaters of the Mississippi, Rum River, and the St. Croix, are extensive pine and hardwood forests; while from the mouth of *Crow-wing River*, a tributary of the Mississippi, an extensive forest of hardwood timber, fifty miles in width, extends south-westerly into the country watered by the Blue Earth River, a tributary of the Minnesota River, emptying into it 150 miles above its mouth.

The Lakes of Minnesota, which are very numerous, form one of the most inviting and picturesque features of the State. They are found in every section, and are annually visited by large numbers of tourists and sportsmen. Sometimes they are little ponds a mile in circumference, and, again, they are 40 or 50 miles in extent. It is one of the best States in the Union for game, bears, deer, elk, and an abundance of smaller game being found in the forests; while ducks, geese, and other wild fowl are found almost everywhere. Pinnated and ruffled grouse are shot in great numbers:—

Beginning at the south-eastern and most accessible corner of the State, we reach the following centres for game:—

From *Winona* (see Route 35) a railway (the *Winona and St. Peter Railway*) runs nearly due west (275 miles). *Winona* is near many good trout streams. Farther west, in BLUE EARTH COUNTY (120 miles by rail from *Winona*) is *Eagle Lake*, noted for its wild fowl. Reed birds are found in the neighbourhood in countless numbers. Near *Mankato*, in the same county, are no less than 30 lakes, affording excellent sport, both fishing and shooting. At *Sleepy-Eye Station* (182 miles from *Winona*) is the lake of the same name and several others abounding in fish of several varieties.

In HENNEPIN COUNTY, near St. Paul, are many lakes, all of which afford good fishing. In *Lake Minnetonka* (27 miles from St. Paul), are bass, pickerel, and many other varieties. Close by is excellent shooting for grouse, wood duck, and mallard. The same is true of several lakes near *Minneapolis* in this county. Near RED WING, on the Mississippi River between *Winona* and St. Paul in Goodhue County, in Rush River, Pine and Well's Creeks, there is excellent shooting, the game consisting of grouse, woodcock, snipe, ducks, and geese. The fishing in the lakes near by is good. There are many noted trout streams in the county.

In the northern part of the State, along the line of the North Pacific Railway, are some of the best shooting grounds in America. *Walden* (40 miles west of *Brainard* on this line) is a favourable point from which to reach there. Grouse, ducks, geese, and other game are most abundant. Nearer to Duluth, the eastern terminus of this Railway, near *North Pacific Junction*, at *Island Lake* are bass, pickerel, pike, and other fish, and wild fowl in great numbers. 70 miles north of *Brainard* on this line is the celebrated *Leech Lake*, abounding in game. Here are found deer, bears, otter, foxes, and wolves. Wild ducks are found by myriads. In the lake are bass, perch, and muscalonge, said sometimes to weigh 30 pounds. White fish are also abundant. *Itasca Lake*, *Cass Lake*, *Winibigoshish Lake*, and others within reach afford abundant sport. There are no hotels, and camping out is necessary. *Brainard*, on the Railway, has good hotels, and in the neighbourhood are many lakes where bass and pickerel abound. West from *Brainard*, on the Red River bottoms, ducks are found in enormous numbers. Hallock says: "Here

it is entirely within bounds to say ducks can be found by the million. The shallow ponds, the streams, the larger lakes are alive with them. It is no uncommon thing to see a thousand at once from the car window. Passing on a hand-car, between stations, with a good dog, one could make a big bag without leaving the track. At times pinnated grouse are almost as abundant." Very many other places in Minnesota might be named as affording excellent sport for both the huntsman and fisherman.

MISSOURI.

Area 65,350 square miles; population 1,850,000. It is bounded on the north by Iowa, on the east by Illinois and Kentucky, on the south by Arkansas, and on the west by Kansas, Nebraska, and the Indian Territory. The surface of the State is for the most part level. In the south-eastern part of the State, along the Mississippi River, there is an extensive tract of low and marshy ground. In other portions are extensive prairies which extend to the westernmost limits of the State. Its forests contain deer, wild turkeys, and smaller game, and the prairies abound in pinnated grouse.

Near *Hannibal*, on the Mississippi, above St. Louis, is good shooting for wood duck and teal, and in the bottom of the Salt River are wild turkeys.

Along the line of the *St. Louis, Kansas City and Northern Railway* are many stations near which one may find excellent shooting for ducks, grouse, quail, and other fowl.

In the north-eastern corner of the State, along the Mississippi River, near *Lagrange*, a little way above *Quincy*, Illinois, among the wooded islands of the river are great numbers of water-fowl and wild turkeys,

woodcock, grouse, snipe, and other game. The river affords bass, perch, pickerel, etc.

There is little in the State to attract sportsmen from a distance.

CALIFORNIA.

Area 188,981 square miles; population (estimated) 650,000. It is bounded on the north by Oregon, on the east by Nevada and Arizona, on the south by Mexico and the Pacific Ocean, and on the west by the Pacific Ocean.

As to its topography, "no other country presents as many, as varied, and as strongly marked differences. Mountains the most barren, rugged, steep, and lofty; valleys most extensive, fertile, and beautiful; deserts vast, sterile, and desolate, landlocked and sea like bays; stupendous cataclysms; picturesque lakes; far-reaching marshes; broad prairies; gigantic trees, and magnificent forests."

Game of all kinds is found in abundance in the forests, bears (including the grizzly), deer, elk, and antelope. Among the lakes and rivers geese, ducks, swans, and other wild fowl; and on the flat lands grouse, quail, and snipe.

On entering the State from the east by the *Central Pacific Railway*, one of the first stations is *Truckee*, in *Nevada County*. This is a good centre for bears, deer, and wild cat, and trout streams are numerous. Three miles distant is *Donner Lake*, and fourteen miles distant is *Lake Tahoe*, famous for trout.

Near *Emigrant Gap* station, a little farther west on the same line, are found deer, bears, grouse, and quail, and the fishing in *American* and *Bear Rivers* and in *Crystal Lake* is excel-

lent. In Nevada County, reached by stage from Truckee, is Independence Lake, a famous centre for game. Here are the grizzly and cinnamon bear, and deer, ducks, geese, grouse, and quail, and in the lakes and streams an abundance of trout.

Before reaching Sacramento the Oregon Branch of the Central Railway goes off to the north (*see* Route 44). At Wheatland, near the Junction, and a little farther north at Marysville, are ducks, geese, snipe, quail, and in the Yuba and Feather Rivers, salmon, perch, and sturgeon. Farther north, near *Vina*, a station on the railway, are bears, deer, California lions, geese, ducks, cranes, and other wild fowl. In fact, nearly every station on the Oregon division of the Central Railway is the centre of a good sporting region, the large game consisting of the famous grizzly bear, deer, and California lion, and the smaller consisting of grouse, quail, ducks, and snipe. The region is a favourite one with fishermen also, there being an abundance of salmon, sturgeon, trout, perch, and whitefish.

Seventy-five miles north of Redding (*see* Route 41), reached by stage-coach, is *Sissons Station*, close to the base of Mount Shasta, a famous centre for shooting and fishing excursions. The game consists of brown, black, and cinnamon bears, several varieties of deer, antelope, elk, mountain sheep, grouse, sage hens, and quail. The fish are salmon, trout, and whitefish. Excellent accommodation and outfits at Sisson. In the McCloud River, 20 miles from Redding, there is superb salmon fishing. This whole region is one of the best for sportsmen in all the West. Sacramento is near excellent duck shooting grounds. It is the capital of California, and is on the Central Pacific Railway, and an important railway centre.

On the railway running south from

Sacramento, in the San Joaquin Valley (*see* Route 37), and farther south, are many excellent hunting and fishing places, as also on the line from Sacramento to Placerville.

Stockton is a good starting point for those in quest of ducks, geese, quail, salmon, and salmon-trout. Near Lodi, in the same county, on the Mokelumne River, geese, ducks, and cranes are very plentiful. Near *Bantas*, in the same county, and at *Lathrop*, on the railway, are geese, ducks, and all kinds of wild fowl. In the San Joaquin Old and Middle Rivers are ducks and geese, and the fishing is excellent. Farther south, by this line, we find Borden, a railway station near which are found deer, bears, antelope, geese, cranes, swans, salmon, and salmon-trout. The same is true of Cross Creek, on this line farther south, and on LAKE TULARE, best reached from *Tipton*, a station on the line, there is excellent duck and goose shooting. Delano, farther south on the railway, is a good starting point for those in quest of deer, antelope, quail, ducks, and other game. Los Angeles County and the adjoining counties have an abundance of game, among which may be mentioned deer, antelope, coyote wolves, wild-cats, lions, badgers, and smaller game. In the low and marshy districts are found swans, geese, canvas back ducks, mallards, and a dozen other kinds of ducks. Los Angeles is a good starting point for the *Big Pine Mountains*, a famous region abounding in game of all kinds.

There are excellent shooting and fishing grounds near San Francisco, but the number of sportsmen renders first-class sport impossible. *Merced Lake*, owned by a club, is stocked with salmon. In the marshes near the city are quail, snipe, and ducks. On the *San Francisco and North Pacific Railway* there are many excellent

trout streams. Near Healdsburg, 72 miles from San Francisco by this line, are deer, bears, foxes, rabbits, ducks of many varieties, grouse, and quail. In all the streams in the neighbourhood are salmon, salmon-trout, and mountain-trout.

There is a famous sporting region called the Humboldt Bay Country, which comprises the counties of Humboldt and parts of three adjoining counties, near the north-western corner of the State. It is reached by steamers of the line from San Francisco to Oregon. A recent writer speaking of the game of this region, says: "It includes the grizzly, cinnamon, and black bear, California lion, panther, lynx, cougar, wild-cat, elk, deer, red, black, grey, and prairie wolves, foxes, raccoon, opossum, porcupine, rabbit, jack rabbit, otter, sea otter, seal, sea lion; swans, Canada, Hutchins' and brant geese, *eighty varieties of ducks*, wild pigeon, plover, curlew, willet, many varieties of bay snipe, Wilson snipe, woodcock, mountain quail, California quail, ruffed, pinnated, pintail, and Canada grouse, ptarmigan, and a host of small birds of all varieties and kinds; salmon, trout, mullet, bass, rock cod, flounder, sunfish, catfish, and dozens of other kinds."

Taken as a whole, California excels all the other States in the abundance and variety of her game. In all the settled regions hotels are numerous and reasonable. In the remoter regions it is necessary to "camp out." Guides are everywhere to be found, and all the requisites for the huntsman or the fisherman may be found in all the towns of any importance.

OREGON.

Area 95,274 square miles; population 105,000. It is bounded on the east by Idaho, on the west by the Pacific Ocean, on the north by the Columbia River, and on the south by California and Nevada.

The Cascade Mountains, a continuation of the range known in California as the Sierra Nevada, stretch across the State from north to south at a distance of about 110 miles from the Pacific, having an average elevation apparently of about 7,000 feet, with passes of only 4,500 feet above sea level. A series of mostly isolated volcanic peaks scattered along the range rise snow-capped above the general mountain mass; such are the Three Sisters, Mount Hood (11,025 feet), Mount Jefferson, Mount Pitt, etc. These fine peaks, towering far above the main range, and being covered with snow and glaciers, render the Cascade Mountains far more striking and beautiful in scenic effect than the Sierra Nevada of California. The Cascade Range divides Oregon into two distinct sections, known as Eastern and Western Oregon.

In Western Oregon, another range of mountains, the "Coast Range," extends along the Pacific coast, and varies in distance from the Cascade Range from 43 to 70 miles. Its average height is said to be 2,500 feet above sea level, and its highest points not more than 5,000 feet.

Eastern Oregon is subdivided into Middle Oregon and Eastern Oregon proper, by the Blue Mountains, a range with a general north and south direction situate at a distance of about 150 miles east of the Cascade Mountains. Whilst in Western Oregon the general extent of the flat country, consisting principally of the broad valley

of the Willamette, is only elevated 60 or 100 feet above sea level, the extensive plains composing Middle Oregon are a tableland, and at Prineville or Oohico are elevated 2,800 feet above sea level.

"The lakes, rivers, and streams, beyond the reach of the tide-water, teem with trout of superior quality. In some rivers in South-eastern Oregon the sucker-fish is found in immense quantities; also in the Willamette. The Columbia River and other rivers emptying into the ocean abound with salmon and sturgeon; while tom cod, flounders, and other kinds of sea fish are caught along the coast. Oysters, clams and mussels, crabs and shrimps, are found at Tillamook and Yaquina Bays, and other points on the coast. Oysters, which are small, but of excellent quality, abound at Yaquina Bay. They are dredged from the deeper water and put out to fatten in shallow beds, which are left almost dry at low water. They are shipped in large quantities to San Francisco.

Trout and salmon of several species constitute an article of trade, but the former as yet only to a limited extent. The salmon-fisheries of the Columbia River, however, are of great commercial importance. The fishing season begins in April, and is over by the end of July. The fish are taken in tide-water by nets and traps in immense quantities as they ascend the river fresh from the ocean. They are cured fresh in one and two pound cans, and cured by pickle in barrels and half-barrels. The Columbia salmon is very fat, and of peculiarly fine flavour. Salmon fishing is also carried on at the mouths of the Rogue, Umpqua, Coquille, and Nehalem Rivers, where the catches, however, serve principally to supply the home consumption. A fish hatching establishment, intended mainly for raising the *Chinook salmon*, is in full operation on

the Clackamas, having been established by the Oregon and Willamette Fish Propagating Company. At the end of July white or salmon trout of excellent quality ascend the rivers, such as the Yaquina, in great numbers, and are very easily caught.

It would be difficult to find a finer field for the sportsman than Oregon. In all the valleys of the State deer abound, but are of course most abundant in the wilder districts. There are four species: the white-tailed deer, black-tailed deer, mule deer, and the large wapiti deer, or, as it is called invariably in the west, the elk. The elk and mule deer are local in the State, whilst the white and black-tailed deer seem more widely spread. There are plenty of deer in the Yaquina Valley, and the settlers use them as a regular source of food. All the deer have their regular annual migrations. In the Cascade Mountains they go back into the wilder heights during summer and move lower down in the beginning of autumn. Many are shot on these migrations by hunters posted at known passes. In the Yaquina district, deer are usually hunted by hounds, being driven to take to water in a stream and there shot, the places to which they will probably run being known beforehand.

On the plains east of the Cascade Mountains antelopes are abundant. Quails and various species of the grouse family, known in Oregon as the grouse, the pheasant, the prairie-chicken, and the sage-hen, abound, are very easily obtained, and are excellent eating, though the sage-hen feeding on the bitter sage of the eastern plains is only good when young, or at certain seasons. In the autumn wild geese and ducks swarm along many of the water courses. Wild swans are very numerous on the lakes and rivers of South-eastern Oregon.

The Cascade and Coast Ranges and the minor chains are frequented by beavers, yellow and silver foxes, mink and marten. Black, cinnamon, and grizzly bears, wildcat, wolf, and the cougar, or puma, roam in these mountains. Of the larger game, however, only deer visit the inhabited portions of the State.

The sportsman has only to reach Portland or one of the larger towns easily accessible by the San Francisco steamers, and making his headquarters there, avail himself of the services of a good guide, and selecting the best district for the sport of which he is in quest trust to his guide or to such sportsmen as he will be sure to encounter, for advice as to details. Camping out is necessary for good sport. See Route 44.

KANSAS.

Area 81,318 square miles; population 450,000 (estimated). It is bounded on the north by Nebraska, on the east by Missouri, on the south by New Mexico and the Indian Territory, and on the west by Colorado. (See *General Notice of Kansas, ante.*) The State has an abundance of game, including buffalo, elk, deer and antelope, and smaller game, turkeys, geese, ducks, and pinnated grouse in great numbers. The best centres for game are easily reached by the several lines of railway which stretch across the State; the *Kansas Pacific* and the *Atcheson, Topeka and Santa Fe* being the chief routes.

For hunting and fishing resorts along the route of the *Kansas Pacific Railway*, see Route 17, page 126, of this Guide Book. Especial pains is taken by the conductors of the trains on the railways and by the local officers of the Railways to give correct

information to strangers in relation to the best points to be visited.

The best points of the *Kansas Pacific Railway* have already been pointed out.

On the *Atcheson and Santa Fe* route, Emporia (see Route 39) is a good place for ducks, geese, quail, grouse. The *Neosho* and *Cottonwood Rivers* afford excellent fishing. *Hutchinson* on this line is a good starting place for the antelope country, fifty miles south. Grouse, ducks, and geese are abundant. In the region about *Fort Dodge* on this line are buffalo, deer, antelope, turkeys, geese, ducks, and other game.

On the *Missouri, Kansas, and Texas line*, which crosses the eastern end of the State, are many resorts for sportsmen. *Burlington, Humboldt, New Chicago, Parsons, and Chetopah* are all excellent stopping places. The Valley of the *Neosho River* affords good sport, the game being grouse, quail, snipe, ducks, geese, and an occasional antelope. The railway runs through this valley.

Nearly every part of the State is reached by railway, and hotel accommodation is everywhere reasonable.

NEBRASKA.

Area 75,995 square miles; population 150,000 (estimated). It is bounded on the north by Dakota, on the east by the *Missouri River*, on the south by *Kansas*, and on the west by *Wyoming*. The surface of the State is for the most part level. Along the *Missouri River* there are bluffs which rise 50 to 75 feet, from which the country slopes westward, becoming more and more level until it verges into the great prairie which extends to the *Rocky Mountains*. (See Route 13 of this Guide Book.)

On the line of the *Union Pacific Railway*, at *Schuyler* station, are pin-nated grouse in great numbers, also ducks and geese. Along the *Platte River* are wild fowl, and the river has pickerel. Antelope are sometimes seen. The same is true of *Columbus*, *Chapmans*, and *Grand Island*. Deer are found in the neighbourhood, and a few miles to the north-west elk in fair numbers. In *Buffalo County*, in the region of *KEARNEY JUNCTION*, are elk, deer, antelope, ducks, grouse in great numbers, and a great variety of game. Fifty or sixty miles southward, in the valley of the *Republican River*, buffalo are said to be very numerous. (See also *Route 13*.) About the same distance north, in the region of the *Loup Fork* of the *Platte River*, are elk, several varieties of deer, and a few buffalo; grouse and waterfowl are also abundant. Farther west on the railway in *Dawson County* are stations *Plum Creek*, *Overton*, and *Willow Island*, near which are elk, deer, and antelope. Buffalo are sometimes found here. Near *Cozad*, in this county, are found a few buffalo, antelope, deer, turkeys, geese, ducks, and other wild fowl in great numbers. Near *Macpherson's* and *Brady's Island* stations on the railway are elk, deer, antelope, rabbits, and grouse in great abundance. *Alkali* and *Ogalalla* stations have buffalo, deer, and the usual smaller game of the region. Farther west, along the line of the railway, and near the border of *Wyoming*, at *Sidney*, are, besides the usual smaller game, buffalo, antelope, and deer. At *Antelope station* are antelope and deer, grouse, and rabbits.

In the *Valley of the Elkhorn River*, accessible by rail from *Omaha*, and but a short distance north, near *Winer*, antelope, deer, ducks, geese, and grouse are plentiful, and in several lakes near by are fish in abundance.

Hotels are reasonable and fair along the railways. In regions remote from the railways camping out is necessary.

NEVADA.

Area 104,125 square miles; population 52,000 (estimated). It is bounded on the north by *Oregon* and *Idaho*, on the south and west by *California*, and on the east by *Utah*. It is an elevated, mountainous, and semi-desert region, the western part of which is on the eastern slope of the *Sierra Nevada*. The surface is broken by a succession of mountain-ranges and intervening valleys and sandy plains, the waters of which never reach the sea. In the north central part is the range called *Humboldt Mountains*, and in the eastern part of the State that called the *East Humboldt Mountains*, which extend in a northerly and southerly direction. Westward from the latter is a long parallel metalliferous range called the *Toiyabe Mountains*. A great part of the *Great Basin*, or *Fremont's Basin*, is included in Nevada. The game is the same as that of *California*. There are several lakes, in which fish are abundant. Nearly all the resorts for sportsmen are near the line of the *Central Pacific Railway*. Near *Wells*, *Elko*, and *Carlin* stations on the railway, are antelope, deer, grouse, ducks, geese, and other game. The lakes and streams furnish excellent fishing. *Winnemucca* and several other places in *Humboldt county* have antelope, mountain sheep, grouse, ducks, geese, sage hens, and excellent trout fishing. One of the most frequented resorts for sportsmen is the *Sierra Valley*, reached by stage coach from *Reno*, on this line. The streams are full of trout, and quail, grouse, deer, ducks, and other game are abundant. The *Truckee River*

affords excellent trout fishing, and the region affords small game in great quantities. This county (*Washoe*) abounds in game and fish, the best starting-places being *Wadsworth*, *Washoe City*, and *Verdi*.

grouse, and trout in all the streams. *Denver* and *Pueblo* are excellent places for fitting out for the remote regions.

COLORADO.

Area 104,500 square miles; population 65,000 (estimated). It is bounded on the north by Wyoming and Nebraska, on the east by Nebraska and Kansas, on the south by the Indian Territory and New Mexico, and on the west by Utah. (See *General Notice of Colorado, ante*.) The State has large game in abundance, the buffalo, antelope, deer, and mountain sheep being found in many places, geese, ducks, turkeys, grouse, and other feathered game is abundant, and many of its streams afford excellent fishing. *DENVER* (see Route 17), the capital, is a starting place for sportsmen in search of grouse, quail, geese, and turkeys, which are found within a few miles of the city. *Pueblo* (see Route 39) is a good starting point for antelope hunting east of it. Near by are found buffalo, antelope, wolves, elk, deer, also a great variety of wild fowl. There is good fishing in the neighbourhood. *Manitou* is in the vicinity of elk, bear, deer, and some buffalo shooting, and it is one of the best places for trout in Colorado. *Central City* is near buffalo, grizzly bear, elk, deer, and antelope shooting. *Estes Park*, eighty miles from *Denver* in Larimer County, is an excellent place for both shooting and fishing. The *North Park* (see *Notice of Colorado, ante*) is a favourite resort of sportsmen, who find there bears, deer of several varieties, elk, antelope, mountain sheep, mountain buffalo, geese, several varieties of ducks,

THE TERRITORIES.

NEW MEXICO.

This territory abounds in game and fish, but it is so difficult of access, and is so sparsely settled, that many years must elapse before sportsmen will be tempted to leave the better grounds which lie before it to risk the toil, and perhaps danger, of testing its merits.

UTAH.

Area 82,000 square miles; population 100,000 (estimated). It is bounded on the north by Idaho and Wyoming, on the east by Wyoming and Colorado, on the south by Arizona, and on the west by Nevada. The territory is mountainous, but has many wide and fertile valleys. Large game is not abundant, grouse and sage hens are frequently met with, and the lakes and streams of the canyons abound in trout. The best place for fish is *Utah Lake*, forty miles from Salt Lake City, which affords trout, mullet, and herring. On the borders of the Great Salt Lake, fifteen miles from Salt Lake City, ducks, geese, and swans are very numerous.

Salt Lake City and Ogden are within easy reach of the best places for shooting and fishing, and outfits and conveyances are easily obtainable. Utah will hardly attract sportsmen from a distance, but gentlemen going there as tourists, or on business, will find the sport reasonably good in the canyons of the Wahsatch range, near

Salt Lake. In some of the streams and lakes in these canyons the trout are very large. In the Big Cottonwood canyon the writer saw trout taken from two little lakes in great numbers, and one of the amusements of the miners was shooting grouse from the doors of their cabins with *ordinary revolving pistols*.

WYOMING.

Area 97,883 square miles; population 15,000 (estimated). It is bounded on the north by Montana, on the east by Nebraska and Dakota, on the south by Colorado and Utah, and on the west by Utah and Idaho. It is a mountainous region, the mean elevation being over 6,000 feet. It has large game in considerable quantities, grouse, ducks, geese, and snipe are found in many places, and the territory has very many trout streams, affording excellent sport. Nearly all the best centres are accessible by the *Union Pacific Railway* (see Route 13, page 83, of this Guide Book).

Cheyenne City, in Laramie County, a station on the railway, has elk, deer, antelope, bears, and mountain sheep, and there are good trout streams near by. *Hazard* and *Pine Bluff*, in the same county, have the same game, with geese, ducks, cranes, &c. Near *LARAMIE* station are elk, deer, and all the game usual in this section, while close by, at *Fort Saunders*, elk are more numerous than elsewhere in the Territory. Along the line of railway westward are *Medicine Bow*, *Percy*, *Rawlins*, *St. Mary's*, and *Fort Steele*, where elk, antelope, deer, and feathered game is most abundant, and near which are good trout streams. *GREEN RIVER*, a prominent station on the line, is in the midst of a most attractive region for the huntsman and

fisherman. Trout are numerous and large. Deer, elk, antelope, ducks, geese, and sage hens make up the list. North of this point is the famous *Big Horn Mountain* country, a region prolific in game of all sorts. The *Big Horn*, *Little Horn*, and *Tongue* rivers are full of trout. Ten miles south of *Carter* station is *FORT BRIDGER*, the usual starting-place for hunting and fishing excursions in the *Uintah Mountains*, which are a little over twenty miles south of the fort. Here are found bears, deer, elk, antelope, mountain sheep, grouse, ducks of several varieties, cranes, &c. &c. Good guides and outfits at *Carter* or at *Fort Bridger*.

DAKOTA.

Area 152,000 square miles; population about 20,000. It is bounded on the north by the British Possessions, east by Minnesota, on the south by Nebraska, and on the west by Wyoming and Montana. The *Rocky Mountain* range extends along the western boundary. The *Black Hills*, which belong to the *Rocky Mountain* range, traverse the more central and southern portion. *Fremont's Peak* and *Laramie Peak* belong to this range. The principal rivers are the *Missouri*, the *Red River* of the North, and the *North Fork of the Platte*. The *Missouri* washes the eastern and southern border, and drains a large portion of the Territory. The Territory abounds in large game, and the lakes and rivers in fish. A large proportion is uninhabited, and will for some time be dangerous to sportsmen owing to the roving bands of Indians. In the *Black Hills* (see Route 42, page 194) there are deer, elk, bears, and the other large game peculiar to the West, and grouse are abundant.

Fargo, on the North Pacific Railway (see Route 40), is a good centre for buffalo, elk, deer, antelope, ducks, grouse, &c. &c.

valley of the Yellowstone River abounds in game, and there are no trout streams to compare with those found here. (See Route 26 of this Guide Book.)

MONTANA.

Area 153,300 square miles; population 40,000 (estimated). It is bounded on the north by the British Possessions, east by Dakota, on the south by Wyoming and Idaho, and on the west by Idaho. The surface of the country is generally mountainous. The Rocky Mountain range crosses the Territory. Commencing at the northern boundary, this range extends a distance of about 200 miles in a south-south-east direction, after which it describes a great curve westward until it touches the border of Idaho. From this point the range winds along the south-west boundary of Montana for nearly 200 miles. The Bitter-Root Mountains also form a part of the western boundary. The country bordering on the Jefferson, Gallatin, and Madison Forks of the Missouri, is among the most fertile and beautiful to be found west of the Mississippi. The country is a gently-undulating prairie, dotted here and there with clumps of timber. The streams are fringed with forest-growth.

The territory is sparsely settled, and travelling even on the wagon roads not always safe except with an escort. The Northern Pacific Railway will eventually cross this territory, and will open up shooting and fishing resorts unsurpassed in any country. In the neighbourhood of Forts Benton and Belknap, and of *Helena*, in the western part, are found grizzly bears, elk, moose, antelope, grouse, ducks, geese, and in all the lakes and streams an abundance of trout. The

IDAHO.

Area 86,294 square miles; population about 15,000, exclusive of Indians. It is bounded on the north by Montana and the British Possessions, on the east by Montana and Wyoming, on the south by Utah and Nevada, and on the west by Oregon and Washington. It is a mountainous country with some prairie land and many fertile valleys. It abounds in the larger game, such as bears, wolves, panthers, moose, buffalo, deer, and the smaller game of the region. The hunting grounds are remote and accessible only by much labour; but the sportsman once there will find abundant occupation. The chief centres for sportsmen are Boise City and Idaho City, reached from the *Kelton Station* of the Union Pacific Railway. (See Route 13, page 98, of this Guide Book.) Guides and outfits may be found at Idaho City or Boise City.

WASHINGTON.

Area 70,000 square miles; population about 30,000. It is bounded on the north by the British Possessions, on the east by Idaho, on the south by Oregon, and on the west by the Pacific Ocean. The country is mountainous, with fertile and beautiful valleys. It abounds in large game, such as moose, deer, elk, geese, duck, snipe, grouse, and the salmon and trout fishing are unsurpassed. A very large proportion is uninhabited, and guides and camping outfit are necessary.

Olympia (see Route 44) has many fine trout streams in its vicinity. *Vancouver* is a good fitting out place for the wilderness. A disadvantage of the best game regions is that their remoteness renders it impossible to transport game to "the settlements."

ARIZONA.

Area 113,916 square miles. It is thinly settled, and the exact population cannot be given. It is for the most part a mountainous region, not unlike the southern part of Colorado. It is known to abound in game, including the elk, deer, some buffalo, and multitudes of wild fowl. It is infested by roving bands of Indians, and is neither safe nor comfortable. After a few years it will become one of the most frequented of the game resorts of America.

ALASKA.

Area 580,107 square miles (population unknown). Of this newly acquired territory of the United States very little is known—except the western coast the country has not been fully explored.

"Imagination has been made to supply the place of knowledge, and even poetry has been lugged in to picture the supposed savage desolation of the land, and the imagined rigour of the climate. The great drawback to the climate is the rain, which falls almost incessantly during nine months of the year. The average fall of rain for eighteen years past has reached the astonishing figure of 86 inches. Of course vegetables and grains cannot be grown in a soil of such excessive moisture, but the forests produce some of the best timber on the continent; the plains between the mountains, as well as the sides of the mountains themselves,

are covered with forests so dark and dense as to be impenetrable except to wild beast and savage hunters. On the lowest ground the cottonwood grows. The birch-tree sometimes appears upon the river sides, but the forests of Alaska consist mainly of the pine, the cedar, the cypress, the spruce, the fir, the larch, and the hemlock. These forests begin almost at the water's edge, and they rise with regular gradations to a height of 2,000 feet. There is also reason to believe that, beyond the Coast Range of mountains, there is an extension of the rich and habitable valley-lands of Oregon and Washington Territory. The animal productions of the forests are abundant, the *elk and deer being so numerous* as to be undervalued for food or skins by both natives and strangers. The bear, of many families—black, grizzly, and cinnamon—the mountain-sheep, the wolf, the fox, the beaver, the otter, the mink, the raccoon, the marten, the ermine, and the squirrel, are among the land fur-bearing animals. The fur-bearing seals are found most numerous on St. Paul's and St. George's Islands."

Salmon and other fish are abundant and the sea coast fishing resembles that of the North Atlantic coast.

Alaska is reached from San Francisco by steamer.

THE INDIAN TERRITORY.

The same remarks which have been made in relation to New Mexico apply to this Territory. Portions of the eastern districts are accessible and afford sports similar to those to be had in the adjoining States of Kansas and Texas, but the territory is very much infested by Indians and is not safe ground for white men.

THE DOMINION OF CANADA.

On the first of July, 1867, by an act of the British Parliament, and with the consent of their respective legislative bodies, the four British Provinces, hitherto known as Upper and Lower Canada, New Brunswick, and Nova Scotia, were united under one government, and entitled the Dominion of Canada. The two provinces first mentioned assumed the names of ONTARIO and QUEBEC, the others retaining their former designations.

The Dominion, with Prince Edward Island, Newfoundland, the Northwest, and Hudson's Bay Territories, comprise the British Possessions in America, and include an area of 3,369,345 square miles.

ONTARIO AND QUEBEC.

Area 331,280 square miles; population of Ontario estimated 2,250,000, of Quebec, 1,500,000. The general topography of Upper Canada (Ontario) is that of a level country, with but few variations excepting the passage of some table-heights, extending south-westerly. It is the most fertile division of the territory, and thus to the tourist in search of the picturesque, the least attractive. "The Lower Province (Quebec) is extremely varied and beautiful in its physical aspect; presenting to the delighted eye a magnificent gallery of charming pictures of forest wilds, vast prairies, hill, and rock-bound rivers, rushing waters, and bold mountain-heights, everywhere intermingled, and their attractions embel-

lished by intervening stretches of cultivated fields."

In the northern and western part of these provinces *wild game is found in abundance*, and in the rivers, lakes, and streams *excellent fishing* may be had in almost every part of them. The salmon-fishing of the Dominion of Canada is under Government control. "The Government leases the rivers for a term of nine years, and rivers unlet on the first day of each year are advertised by the Government to be let to the highest bidder. The places of residence of those tendering for fishings are not considered in letting a river; and if a gentleman from the States outbids a Canadian, the river will be declared as his. Rivers are therefore hired by Europeans as well as by Canadians and citizens of the States. . . Rivers are let in whole or parts, each part permitting the use of a given number of rods, usually four. Parties who desire to lease a Canadian river should address a letter to the Minister of Marine and Fisheries, at Ottawa, stating how many rods they have, and the district which they prefer to fish. He will forward them a list of the leasable rivers, and a note of information, upon which they should get some Canadian to make the tender for them. The leases of fluvial parts of rivers vary from two to six hundred dollars a year for from three to eight rods, and the price for guides or gaffers is a dollar a day."—Genio C. Scott's *Fishing in American Waters*.

Bonaventura County, in the extreme north-eastern part of Quebec, has fine salmon fishing in Bonaventura River, reached by steamer from Dalhousie. Gaspé, the adjoining county, has several noted salmon rivers. Moose are found near by. Reached from Dalhousie. (See "New Brunswick," *below*.) In the next county of Rimouski there are many lakes

which abound in trout. It is reached by rail or river from Quebec. The Mitis and Rimouski Rivers afford *excellent salmon fishing*.

In the district farther west and south called the *Magog country*, north of and adjoining New Hampshire and Vermont, there are several lakes: Memphremagog, St. Francis Massawippi, and Megantic—and the Rivers Yamaska, Nicolet, Becancour, and Chaudiere, and other smaller lakes and streams which afford *excellent fishing*. The route is by Grand Trunk Railway from Portland to Sherbrooke (see Route 21), or by Connecticut River Valley (see Route 24). *Magog*, on Lake Memphremagog, is a good centre. Within a few miles are many trout streams. Coons Pond, Lake Oxford, and Brome Lake afford excellent sport. In the last named the fish are said to be very large. *Sherbrooke*, a station on the Grand Trunk line, is also a convenient centre. Fourteen miles distant are the Brompton Lakes, with trout and bass. Ten miles distant (but only five from *Magog*) is Lake Massawippi, with excellent trout fishing, and close by are many good trout streams. On an island in Brompton Lake a club has a house to which strangers are always welcome.

The region about Lake Megantic is noted for its fishing. It is also reached from Sherbrooke. Twenty-five miles from the last named place is Robinson, where all supplies may be had, and in the neighbourhood of which there is excellent fishing. Lake Megantic has trout and bass, and there are many smaller lakes and streams near by which are *full of trout*.

North of the city of QUEBEC and of the St. Lawrence there are famous shooting and fishing grounds. The region is known as the Quebec Country.

"The region is included within a circuit of 100 miles, lying north of the city of that name. Within this distance there is still a vast unexplored mountainous tract, among which are numberless lakes, rivers, and streams affording, each and all, such fishing and pleasant enjoyment in the wild camp life as are *not to be had elsewhere short of the rocky mountains*.

The Jacques Cartier is the first river of any importance which you strike after leaving Quebec. It is twenty miles distant from that city, and is the boundary of the settlements to the north. The river is extremely picturesque in its meanderings among the numerous islands with which it is dotted and affords some excellent trout fishing. *Salmon fishing* is to be had lower down. It is navigable for canoes for fifty or sixty miles from its mouth, with but few portages.

Two days' tramp from the Jacques Cartier is the St. Ann's, a shallow rapid river flowing between high precipitous mountains expanding at intervals into large deep pools, in which lurk some fine fish. One of the largest of these pools is called the *Pêche à Malcolm*. Between the two rivers are many large lakes, deep among the mountains. *Tontari, Grande Lac*, and the lakes of the river *Aux Pin's*, afford the finest fishing. *Caribou and moose* can be successfully pursued here in fall and winter. The lakes abound in *ducks* which breed on the islands.

Outfits must be of the lightest, for everything has to be carried on the back of the guide over high mountains. Leave this matter to the guide and let him procure under your supervision whatever is needful and nothing more. You must expect to carry your own little traps. No tent is requisite, as a bark camp can

be soon constructed with little labour."—*Hallock*.

In Montmorency, Port Neuf, St. Maurice, Quebec, and Saguenay counties, all north of the St. Lawrence, there is excellent fishing. The Moisie River, which empties into the Gulf of St. Lawrence in Saguenay county, is called by some sportsmen one of THE BEST SALMON TROUT STREAMS IN THE WORLD (see also "LABRADOR," below). Godbout River is an excellent salmon stream. Montmorency, besides superb fishing, has duck, snipe, and partridge shooting. There are very many other places in the Province where excellent sport may be had, but the above include most of those especially attractive to foreigners.

ONTARIO.

Beginning at the eastern part of Ontario we find in the County of Glengarry excellent fishing in the Lake St. Francis, a bay of the St. Lawrence River. Steamer from Montreal.

In Greenville County, just north of Prescott on the St. Lawrence and in Charleston Lake, 18 miles from Brockville, which latter is on the St. Lawrence, the duck shooting is famous. In Northumberland County is *Rice Lake*, reached by rail from Coburg on the St. Lawrence, with good bass, pickerel, and muscalonge fishing. In the *Ottawa District*, readily accessible from OTTAWA City (see Route 21, page 136, of this Guide Book) are bears, ruffed grouse, foxes, and hares. *Plantagenet* is the best centre for this district.

In Peterborough County, north of Northumberland, and reached directly

by rail from Coburg, there is excellent fishing and shooting. Near Young's Point is splendid salmon trout fishing. Pigeon Lake and Pigeon River afford good duck shooting. Balsam Lake and Stony Lake are full of fish, and the former is a good place for deer shooting. There are many lakes in this region full of fish and where deer are plentiful.

Victoria County adjoins Peterborough on the west, and is reached by rail from Port Hope on Lake Ontario.

Bobcaygeon is "a good place for any sportsman desiring variety. In May, June, and July muscalonge can be caught in any quantities. They run from five to twenty pounds, averaging about nine pounds. Black bass are gamy and large. Ducks, partridges, and snipe are plenty. Deer abundant, and hounds and starters can be found in the village. Half a mile beyond Bobcaygeon the river enters Pigeon Lake, and from this place can be reached numerous others, all well supplied with fish. At Bobcaygeon good hotel board can be had at five dollars per week. This place can be reached via the Midland Railroad to Lindsey, thence by steamboat. There are no boats nor guides. The foot of Pigeon Lake, at Little Bob River, is the place to fish.

Lindsey. Eight miles down the Sczag River, Sturgeon Bay, is a renowned place for black bass, muscalonge, and other fish. There is a good summer hotel.

Coboconk. Two miles distant from Coboconk are some excellent black bass fishing pools. Big Turtle Lake has muscalonge fishing; Moore's Lake salmon and muscalonge; Gull Lake, salmon. In the fall good trolling between the island, and in the vicinity is good deer shooting. Mountain Lake is well stocked with salmon,

trout; reached from Gull River Bridge. *Big Bush Kouk Lake* is the receiving basin of three chains of lakes, salmon and game in all the surrounding country, Grass River and lake, Pine and Cranberry Lake, &c. *Hall's Lake* is the most beautiful of the chain, and is in the centre of a grand game country. Take the Toronto and Nipissing Railway to Cobocok. "—*Hallock*.

Adjoining Victoria County on the west is Simcoe County, in which is the famous LAKE SIMCOE, famous for black bass. Reached from Toronto by railway to *Bell Ewart*, whence steamer goes up the lake 30 miles, and passes by a connecting channel into Lake Coochachung, touching at *Orillia*, at which place there is also a railway connection with *Barrie*. "From Coochachung is 10 miles of staging to *Muskoka Lake*, one of the very finest bass lakes in the world, and there the angler may take steamboat again, and traversing the lake, pass through a canal and lock into *Lake Rosseau*. This whole region swarms with bass, and is well worth a week's visit. Cost of a ten days' trip about \$75. Excellent hotels at *Bell Ewart*, *Barrie*, and *Orillia*. Guides and boats can be obtained at *Rama*, an Indian village 3 miles above *Orillia*."

Adjoining this is the famous Muskoka Region, much visited by sportsmen from all parts of America and Europe. The Northern Railway (office at Toronto) publishes for distribution an excellent map and descriptive pamphlet. The following brief account of it is from *Hallock's Gazetteer*, which book should be in the hands of all sportsmen.

"The *Muskoka District*, one of the most attractive regions in Canada for summer tourists, embraces what is known as the Northern Lakes, a chain lying north of Toronto, and comprising Lakes Simcoe, Muskoka,

Rosseau, and Cocochong. This is a popular resort for sportsmen, and supplies the best bass fishing to be had in Canada, as well as superb trout fishing. The lakes vary greatly in size; the larger ones 30 or 40 miles in length, and the smaller ones mere ponds, but clear and deep, and all abounding in salmon trout, perch, black bass, &c. The principal rivers are the Muskoka, with its two branches, both heading in lakes, and broken by many falls; the noble Magnetewan, the Severn, Moon River, Sharpe's Creek, South River, and the Kasheshobogamog. Large trout abound in the South Branch of the Muskoka, which is broken by 13 falls. This stream is some 10 rods wide and uniformly deep, with forests impinging upon the margin, in which deer are very numerous. There are but few ruffed grouse, and but little small game. In the North Muskoka there are no trout. In the Magnetewan, which empties into Georgian Bay, the speckled trout reach 5 pounds in weight, black bass 8 pounds, and pickerel 14 pounds. This river traverses the finest deer country in Canada. Grouse are also numerous, and ducks in their season. In Moon River are monster muscalonge. This stream is the outlet of Lake Muskoka. On the Severn, between the towns of Bracebridge and Gravenhurst, is a fine ruffed grouse district.

To those leaving the States, Toronto is the first objective point, reached from New York by the Erie and Central Railroad, via Niagara Falls and Suspension Bridge, and from the West by Lake Shore and Great Western.

From Toronto the route is via the Northern Railroad to Gravenhurst, or rail to Belle Ewart, thence steamer to Gravenhurst. Thence the route is all by water through Lakes Muskoka, Rosseau, and Joseph—all connecting.

After a few miles' run the steamer turns into the River Muskoka, which it ascends seven miles to Bracebridge. *Bracebridge* is the starting point for the South Muskoka and for Trading Lake, sixteen miles distant, both *splendid deer and trout districts*, with guides, boats, and dogs at both places. It is necessary, however, to haul a boat over to the former, some ten miles. Mr. Higgins, of Queen's hotel, Bracebridge, will be of service in securing guides and conveyance. At the head of Lake Rosseau is a fine hotel. *Good deer hunting and trout fishing* and every convenience there. At the head of Joseph Lake is a very comfortable hotel. Black bass fishing in the lake. There is a road from there to Parry Sound and Georgian Bay. From Rosseau there is an excellent mail road to the Magnetewan, thirty-three miles distant, and extending as many more miles to Lake Nipissing. Telegraph communication between all these points, which are designated here merely as places of rest and departure, accessible to the most feeble, and comfortable in all respects for the wives of sportsmen. There is no end to minor objective points which can be reached by steamboat, skiff, or waggon—Gull Lake, near Gravenhurst, at the beginning of the interior route with fair fishing *for salmon trout, speckled trout, pickerel and bass, and some deer and ducks*; Moon River, 20 miles north-west from Gravenhurst, with a beautiful fall, and *very good fishing for the fish above mentioned* and muscalonge; Perch Lake, Silver Lake, Pickerel Lake, and Terry's Lake, all near the head of Muskoka Lake, and well stocked with fish; Sharpe's Creep, near Bracebridge, with speckled trout; a chain of lakes, reached by sixteen miles' staging from Bracebridge, called Fairy, Vernon, Fox, and Peninsula Lakes, with the Lake of Bays, reached

by a portage of three-fourths of a mile; and best of all, the waters adjacent to and including the famous Magnetewan, all of which teem with deer, ducks, and fish of various kinds. Of these are Aumick Lake, Seeb Lake, White Lake, and Doe Lake, the last little visited but highly spoken of.

The whole country is now so accessible that the sportsman can easily visit the principal hunting and fishing grounds in the space of a single month. At the most frequented places, boats, canoes, dogs, and guides can be procured. A canoe with guide will cost \$2 per day. Richard Crooks of Magnetewan will act as guide for fishing and hunting parties on the Magnetewan and furnish canoes, a tent, and three dogs for \$2.50 per day. Provisions and waggons can be obtained at the larger towns, but it is advisable for the sportsman to take his own camp kit and tent. Heavy clothing is requisite at all times of the year, although the midsummer days are often very hot. June, September, and October are the best months, the former for fish, the latter for game. The weather is not severe in October, and navigation does not close until the end of the month. Expenses of round trip for a month \$100. A good map of the river and adjacent country may be obtained of Charles Lount, Register, Bracebridge; or of Adams, Stephenson & Co., King Street, Toronto."

North of Brockville on the St. Lawrence and reached by there direct by rail to Sand Point on the Ottawa River, is a famous hunting region for moose, caribou, bears, wolves, and other large game, called the COULONGE DISTRICT. Less than a hundred miles west of this district is a region abounding in Lakes which has been called the ADIRONDACKS OF CANADA. These lakes number by

hundreds, and are the resort of deer, bears, wolves, and other wild game, and are full of fish.

There remains to be noticed among the famous game resorts of Canada only the ALGOMA COUNTRY on the north shore of Lake Superior. This region abounds in fishing and shooting grounds. It is reached as described in Route 36 of this Guide Book, and what is said in the foregoing article on "MICHIGAN," applies to this district.

NOVA SCOTIA.

Area 16,000 square miles. It is bounded on the north by the Bay of Fundy, the Strait of Northumberland, and the Gulf of St. Lawrence; on the east and south by the Atlantic Ocean, and on the west by the Atlantic Ocean, the Bay of Fundy, and the Province of New Brunswick. It is well watered by rivers, brooks, and lakes. Wild game is abundant, among which are remarkable the moose, caribou, and red deer. Wildfowl are also abundant. The coast fishing is everywhere good. The streams of the interior afford excellent sport, but they are generally preserved; a small fee will however enable strangers to fish in them (see Routes 49, 50 and 51 of this Guide Book).

Beginning at the southern part of Nova Scotia, one of the best game regions is in *Annapolis* and *Yarmouth Counties* (see Route 51). It is almost a wilderness, and here may be found the moose, bear, caribou, otter and other game, and the lakes and streams are full of salmon and trout. Adjoining *Annapolis County* is *Lunenburg County*, where are moose, caribou, salmon, and trout. *Chester* is the best headquarters, reached best from *Halifax* by steamer. *Halifax County*,

adjoining on the north, has fine sea-fishing, and in the interior is excellent fishing for salmon, salmon-trout, and speckled trout. The best fishing-grounds of the interior are reached by stage coach from *Halifax*. *Cumberland County*, which is crossed by the railway from *St. John* to *Halifax*, has moose, caribou, bears, wild-cat, foxes, ruffed grouse, ducks, snipe, and other game. In the rivers salmon is abundant, and the trout streams afford excellent sport. *Parsborough*, easily reached by rail or steamer from *St. John* and *Halifax*, is the best starting point. Guides charge but \$1.50 per day. *Amherst* is near excellent duck and snipe shooting.

In *Queen's County*, near *Port Mouton*, reached by stage from *Halifax* to *Liverpool*, and thence private conveyance, ducks of many varieties, geese, and snipe abound. Close by is the best region for moose in the Provinces. *Queen's* and *Lunenburg Counties* are called "*the lake district of Nova Scotia*," and their many lakes literally swarm with trout.

Ponhook Lake has been spoken of as "the headquarters of all the salmon in *Liverpool River*." From this lake a trip can be made by boat into *LAKE ROSSIGNOL*, which is 12 miles long, and 8 miles wide. *Liverpool River* flows out of this lake, and affords superb trout fishing. The town of *Liverpool* supplies every requisite for the sportsman, and good guides may be had there. *Inverness* and *Victoria Counties* in the north afford excellent sport, but a long and tedious journey is required to reach them. The *Margaree River*, in *Inverness County*, is one of the best salmon streams in the *British Provinces*.

NEW BRUNSWICK.

Area 27,700 square miles, population 295,000. It is bounded on the north by Quebec and the Bay of Chaleur, on the east by the Gulf of St. Lawrence and Northumberland Strait, on the south by Nova Scotia and the Bay of Fundy, and on the west by Maine and Quebec. The country is generally level. It is crossed by two low ridges in the north and west. It has numerous lakes, and six rivers. The fishing in these rivers is renowned, and attracts sportsmen from Europe and the United States. Its forests abound in game, among which we find the moose, caribou, bear, wild-cat, beavers, &c. Beginning at the southern part of the province, we have, easily accessible from St. John (see Routes 49 and 50 of this Guide Book), Charlotte County, in which trout streams and lakes full of fish abound. Virginia deer are found in great numbers in the high lands, and a few bears. In Mares Bay is excellent duck-shooting. Close by the city of St. John are numerous lakes, which afford fine fishing. Loch Lomond is noted for its red and white trout. Lakes Ben Lomond, Jones', Taylor's, and other small lakes close by afford excellent fishing for both white and speckled trout. *Bunkers* is an excellent headquarters for sportsmen.

At *Petitcodiac*, on the *European and North American Railway* (see Route 50) there is good trout fishing in the Pollet River.

Farther north and west are the counties of Northumberland and York. Here is what is known as the Miramichi District, accessible by rail to Fredericton Junction (see Route 49). The district, says Hallock, "includes all the wilderness in and about the great south-west branch of

the Miramichi River and its tributaries, together with all that territory in and about all the little Miramichis. The south-west Miramichi lies about fifty-five miles north of Fredericton, the seat of government. This river and its branches traverse the very heart wilderness of the Province. It is reached by taking the European and North American Railroad at Boston, to Fredericton Junction. Here change cars for Fredericton on the St. John River, where supplies must be obtained for the wilderness, since there is no place beyond this point where provisions can be bought.

Guides and *dug-outs* can be secured at Boiestown, Miramichi River (south-west branch); John Stickney has no superior as a guide in angling and hunting in this region. One of the Palmer brothers can call moose with much Indian art and success. There is a stage running every day from Fredericton to Boiestown, which will convey you and your supplies to the Miramichi River. When up river to "Burnt Hill," the ne plus ultra of salmon pools, you can strike off from either side a few miles, and find moose and caribou, bear and beaver, and small game, or ascend the river twenty miles farther and see many of these animals, together with other fur-bearing quadrupeds, without leaving the steamer. In these counties moose are to be found all through the regions about the sources of the Miramichi, Tobique, Nipisiguit, and Ristigouche Rivers."

Farther north, and adjoining Northumberland, is the County of Ristigouche, a famous hunting and fishing region.* It is easily accessible, the

* The *Allan Line Steamers* stop at *Rimouski*, on their way to Quebec and Montreal. Sportsmen may disembark here in the midst of the finest fishing in America. Good hotels. It is close by the *Mitapedia* and *Ristigouche* regions, which are easily reached by railway.

railway from St. John to Quebec traversing its northern border for a long distance. What is known as the Ristigouche District comprises more than a million acres, all a wilderness abounding in moose, caribou, bears, beavers, and a great variety of smaller game. Gulf steamers touch at Dalhousie at the mouth of the Ristigouche River, and from this point Matapedia Station, up the river, may be reached by rail. The distance is thirty-eight miles. At Matapedia is a good hotel. This is the centre of the salmon region, and one of the best hunting and fishing regions in America. There is excellent duck and goose shooting at Campbelltown, on the river above Dalhousie, and at Eel River, twelve miles from Dalhousie, wild fowl in great variety literally swarm.

In Gloucester County, which adjoins Ristigouche on the east, and is crossed by the railway from St. John, there is superb salmon fishing in the Nipisiguit River. Bathurst, near the mouth of the river, is a good headquarters. The Tabustintac River has salmon trout, bass, and sea trout, and in the autumn affords excellent shooting for ducks and geese. The north-west and south-west Mirimichi Rivers, within easy reach by rail, afford superb salmon, trout, and sea trout. Headquarters at Chatham.

LABRADOR.

THE COAST OF THE GULF OF ST. LAWRENCE.

Reached by American fishing schooners from Gloucester occasionally. A steamer leaves Quebec

for Moisie River on this coast every week, and may be hired to call at intermediate ports. This coast is a most desolate region. Among the best localities for sportsmen are the following:—Beginning at a point on the coast near the Straits of Belle Isle, and going west, we have ESQUIMAUX BAY, into which empties a river abounding in Salmon. Farther west are the Mingan Islands, twenty-nine in number, lying between the shores of Labrador and Anticosta Island. They front the coast for forty-five miles. MINGAN HARBOUR on the main land is a Hudson Bay Company's post. The salmon and trout fisheries of the SEIGNIORY OF MINGAN are SAID TO BE THE BEST IN THE WORLD! There is an immense traffic in fish between this place and Spain and Brazil. The mouths of the St. John and Manitou Rivers are now passed, and we reach the Moisie River, which, as well as Trout River, empty into a bay here. The Moisie is called "the best salmon river in the world." Farther on are the SEVEN ISLANDS. The scenery of the Bay of the Seven Islands is famous "for its wild beauty and weird desolation."

The bay is seven miles long, and is sheltered by the islands and a mountainous promontory on the west. The immediate shore is a fine sandy beach, back of which are broad lowlands, and "the two parallel ranges of mountains, which add so much to the beauty of the distant scenery of this bay, look like huge and impenetrable barriers between the coast and the howling wilderness beyond them." In the spring and autumn this bay is visited by myriads of ducks, geese, brant, and other wild fowl, and the salmon-fishing in the adjacent streams is of great value. A little farther west is the mouth of the famous SAGUENAY RIVER.

A SYNOPSIS OF THE GAME LAWS OF SOME OF THE WESTERN STATES AND TERRITORIES,

GIVING THE TIMES WHEN IT IS LAWFUL TO SHOOT GAME OR TO TAKE FISH.

MICHIGAN.

Elk, Buck, Doe, or Fawn	December 15th to August 1st.
Wild Turkeys	October 1st to December 31st.
Woodcock	July 5th to December 31st.
Prairie Chickens, Ruffed Grouse, Pin- nated Grouse, Partridge, Pheasant, Wood, Teal and Mallard Ducks, or any Water Fowl	September 1st to December 31st.
Quail, or Virginia Partridge	October 1st to December 31st.
Pigeons, not within five miles of nesting grounds	At any time.
Speckled Trout	May 1st to September 1st.
Grayling	June 1st to November 1st.
In Diamond and Stone lakes, fish may be taken only from	May 1st to November 1st.

CALIFORNIA.

Partridge, Quails, Grouse, and Ducks . .	September 15th to March 15th.
Do. do. in San Bernardino and Los Angeles counties	April 1st to August 1st.
Elk, Deer, and Antelope	August 1st to January 1st.
Do. do. in Eldorado, Placer, Sierra, and Siskiyou counties	August 1st to February 1st.
Several other counties have special game laws.	

IOWA.

Prairie Chickens	August 15th to December 1st.
Woodcock	July 1st to January 1st.
Ruffed Grouse, or Pheasant	September 12th to December 15th.
Wild Turkeys	September 1st to February 1st.
Deer	September 1st to January 1st.
Quail, not at all on enclosed grounds, ex- cept with consent of owner, and then only from	October 1st to January 1st.

OREGON.

Deer, Elk, Moose	July 1st to January 31st.
Wild Swan, and all kinds of Ducks	July 31st to March 31st.
Grouse, Pheasant, and Sage Hen	June 15th to March 31st.
Quail, or Partridge	July 31st to March 31st.

ILLINOIS.

Deer, Wild Turkey, Prairie Chickens, Ruffed Grouse, Partridge, or Pheasant	August 15th to January 1st.
Quail	October 1st to January 1st.
Woodcock	July 1st to January 1st.
Wild Duck, Goose, Wilson Snipe, Brant, and other Water Fowl	August 15th to April 15th.

NEVADA.

Grouse, Sage Chicken, Prairie Chicken, Partridge, Pheasant, Woodcock, Wild Goose, Teal or other Ducks, Brant, Swan, Sand Hill Crane, Plover, Snipe, Curlew, and Bittern	September 1st to April 1st.
Deer, Antelope, Elk, Mountain Sheep, and Mountain Goat	July 1st to January 1st.

NEBRASKA.

Buffalo, Elk, Mountain Sheep, Deer, and Antelope	October 1st to January 1st.
Grouse	August 1st to January 1st.
Wild Turkey and Quail	October 1st to January 1st.

MINNESOTA.

Woodcock	July 3rd to October 31st.
Prairie Chickens and Grouse	August 14th to October 31st.
Quail, or Partridge	September 1st to October 31st.
Ruffed Grouse or Pheasant	September 1st to November 30th.
Deer and Elk	October 1st to December 15th.
Speckled Trout	April 1st to August 31st.

WISCONSIN.

Woodcock	July 4th to November 15th.
Prairie Chickens, or Grouse	August 15th to November 15th.
Quail, Ruffed Grouse, and Pheasant	September 15th to January 1st.
Ducks	September 1st to February 1st.
Deer	August 15th to December 15th.
In Brown county, Prairie Chickens cannot be shot until the 15th of August.	
In Eau Claire, Chippewa, Dunn, Pepin, Buffalo, and Trempealeau counties, Prairie Chickens and Partridges may be killed from August 10th to November 15th.	
In Council House, Deer and Deep creeks, and in Runkle and Freeman's Mill Pond, in Monroe county, fish must not be taken until March 10th.	

DAKOTA.

The Game law says that it shall be unlawful for any person, except on his own premises, and for his own use, and not for sale, trade, or traffic, to kill, ensnare, or trap, or in any way or manner destroy or pursue with such intent, any Quail, Prairie Chicken, or Grouse, between the 1st day of March and the 1st day of August, in each and every year.

COLORADO.

Quail or Virginia Partridge	October 1st to November 15th.
Prairie Chickens	September 1st to October 31st.
Wild Turkeys and Mountain Grouse . .	September 1st to November 30th.
Goose, Duck, Snipe, Plover	May 15th to August 15th.
Elk, Deer, Antelope, and Mountain Sheep	August 1st to January 1st.





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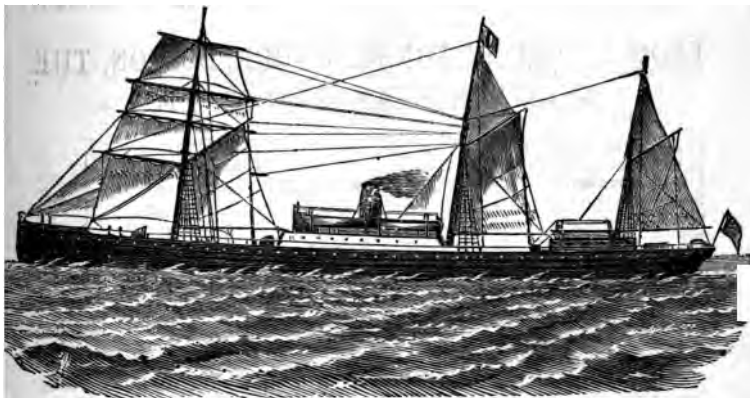
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SALOON:—Twelve Guineas, Bristol to New York ; Sixty-five Dollars New York to Bristol ; or for Return Tickets, available for Twelve Months, Twenty Guineas, or 120 Dollars.

Passengers Embark at New York at Pier No. 18, East River.

Agents—W. D. MORGAN, 70 South Street, New York ; SPRENT, SPRENT, & PHIPPS, 240 Rue di Rivoli, Paris ; J. M. CURRIE, Havre : CURRIE & Co., 19 Rue Foy, Bordeaux ; DONALD CURRIE & Co., 3 and 4 Fenchurch Street, London ; or to the Managers,

MARK WHITWILL & SON,
BRISTOL.

INMAN LINE

Royal and United States Mail Steamers.

SAILINGS, 1880.

Liverpool, via Queenstown, to New York, carrying the Royal Mails.

STEAMERS.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
City of Berlin.....	13	22	27	—	1	5	9	14	18	23
City of Montreal ...	23	27	—	1	6	10	14	19	23	28
City of Richmond ...	—	1	6	10	15	19	23	28	—	2
City of Chester	4	6	13	15	22	24	30	—	2	9
City of Brussels.....	—	13	18	22	27	31	—	5	9	14
City of New York ...	9	—	—	—	—	—	—	—	—	—

These well-known magnificent Steamers, built in water-tight compartments, are amongst the strongest, largest, and fastest on the Atlantic, thereby reducing the passage to a minimum, and giving especial comfort to passengers.

The saloons, which are especially well lighted, ventilated, fitted with revolving arm-chairs, and luxuriously furnished, are amidships, occupying the whole width of the ship. The principal State-rooms are amidships, forward of the engines, where least noise and motion is felt; and all are fitted with latest improvements, double berths, electric bells, &c. Ladies' and Gentlemen's Sitting-rooms, pianos, libraries, barbers' shops, bath-rooms, &c., provided.

The Steerage accommodation cannot be excelled. Passengers of this class will find their comfort and privacy particularly studied, and the provisioning unsurpassed.

Experienced Surgeons and Stewardesses carried.

Saloon passage, 15, 18, and 21 guineas, according to accommodation. Return Tickets at reduced rates.

Steerage passage to **New York, Boston, Philadelphia, or Baltimore, 6 guineas.**

These Steamers have through booking arrangements for goods and passengers with the Erie Railway Company, from New York to all points in the West, South, North Western States, and Dominion of Canada.

Passengers forwarded, via **San Francisco, to Australia, New Zealand, India, China, and Japan**, at lowest through rates.

For further particulars apply to JOHN G. DALE, 31 and 33 Broadway, New York; ALFRED H. JOHNSON, 9 Rue Scribe, Paris; EIVES and ALLEN, 99 Cannon Street, London, E.C.; A. W. WILSON, 38 Fountain Street, Manchester; ROBERT JOHNSTON, 9 Commercial Buildings, Bridge Street, Bradford; ALEXANDER MALCOLM, Jun., 40 St Enoch Square, Glasgow; JOHN MCKEE, 42 and 43 Donegal Quay, Belfast; C. & W. D. SEYMOUR & Co., Queenstown; or to WILLIAM INMAN, Tower Buildings, Water Street, Liverpool.



THE WHITE STAR LINE

ROYAL AND UNITED STATES MAIL STEAMERS

SAILING WEEKLY BETWEEN LIVERPOOL AND NEW YORK,

ARE DISTINGUISHED BY THE FOLLOWING CHARACTERISTICS :—

All of them, without exception, are among the largest and fastest of Ocean Steamers, and of their original size and construction.

They are of unusual strength, each being built in seven water-tight and fire-proof compartments, and the two principal decks in each of them being of iron, sheathed with wood.

Their fine model, full power, and excellent sea-going qualities, have made their passages famous for shortness, comfort, and regularity.

The Cabin accommodation is all situated in the centre of the ship, where the noise and motion are least.

The Saloons are unusually spacious, and occupy the whole breadth of the vessels.

The Ladies' Saloon and the Smoke Room are each of commodious dimensions and handsomely furnished.

Electric Bells communicate with Stewards from each Berth, and in each vessel are Piano, Library, Bath Rooms, Barber's Shop, &c.

Baggage not required in State Room is stored in a room immediately under Saloon, to which passengers can have ready access.

The lighting, ventilating, warming, and sanitary arrangements are all of the most effective description, and are unsurpassed in any vessel afloat.

These vessels have accommodation of the very highest order for a limited number of STEERAGE PASSENGERS.

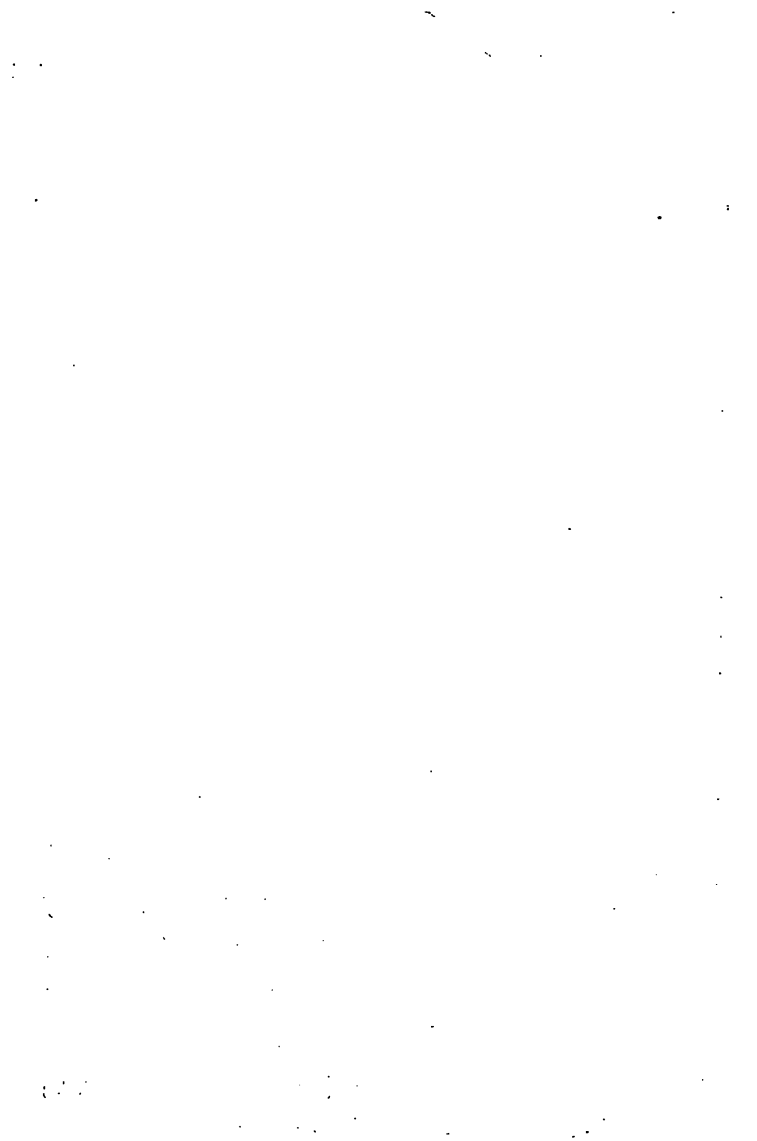
The foregoing descriptions apply to all the White Star Steamers, and not merely to those most recently built.

NOTICE.—The Steamers of this Line take the Lane Routes recommended by Lieut. Maury, U. S. Navy, on both the Outward and Homeward passages.

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10 WATER STREET, LIVERPOOL, and
34 LEADENHALL STREET, LONDON, E.C. ;

R. J. CORTIS, 37 BROADWAY, NEW YORK.



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The Corridors on each floor are of fire-proof construction, and fire extinguishers are laid throughout the building.

The Hotel is centrally situated—is near the Railways, Landing Stage and places of Amusement, and has for upwards of fifty years been exclusively patronised by the leading families of great Britain, Canada, and the United States.

Carriages of all descriptions constantly in attendance.

Post and Telegraph Office in the Hotel.

A Porter in Livery attends all Trains by the Great Northern ; Manchester, Sheffield, and Lincolnshire ; and Midland Railways.

Pullman Palace-car Tickets issued at the office of the Hotel.

All Letters and Telegrams to be addressed to

W. LUDLOW, *Manager.*

HOFFMAN HOUSE



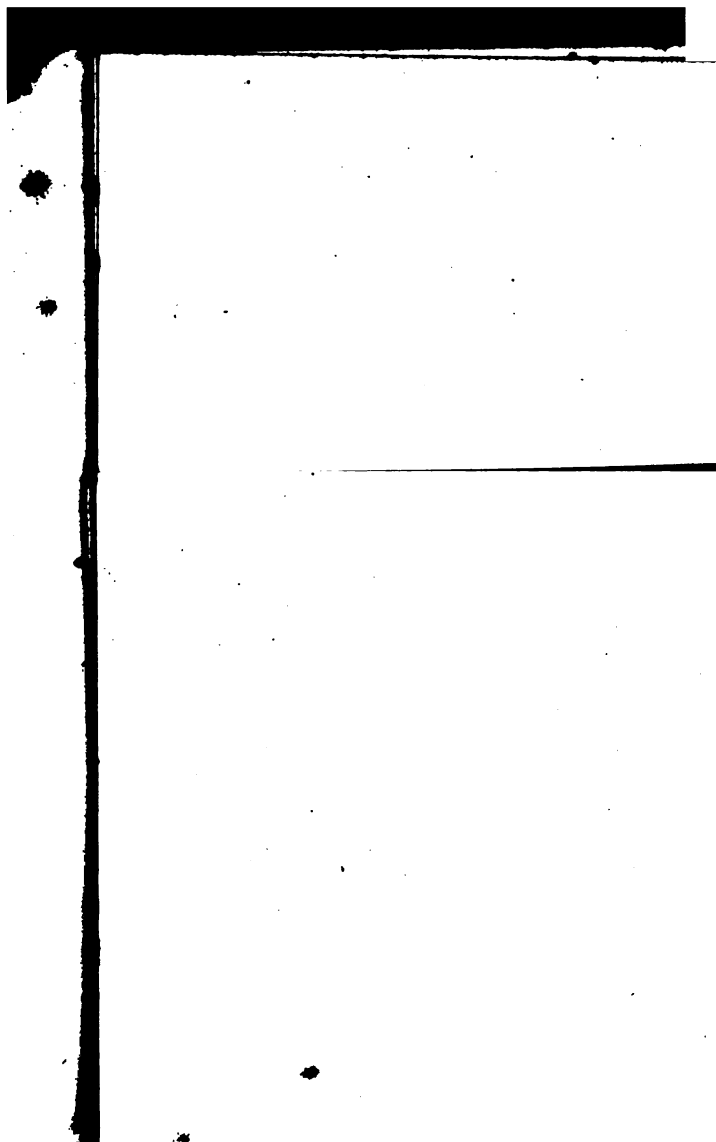
RESTAURANT AND CAFÉ

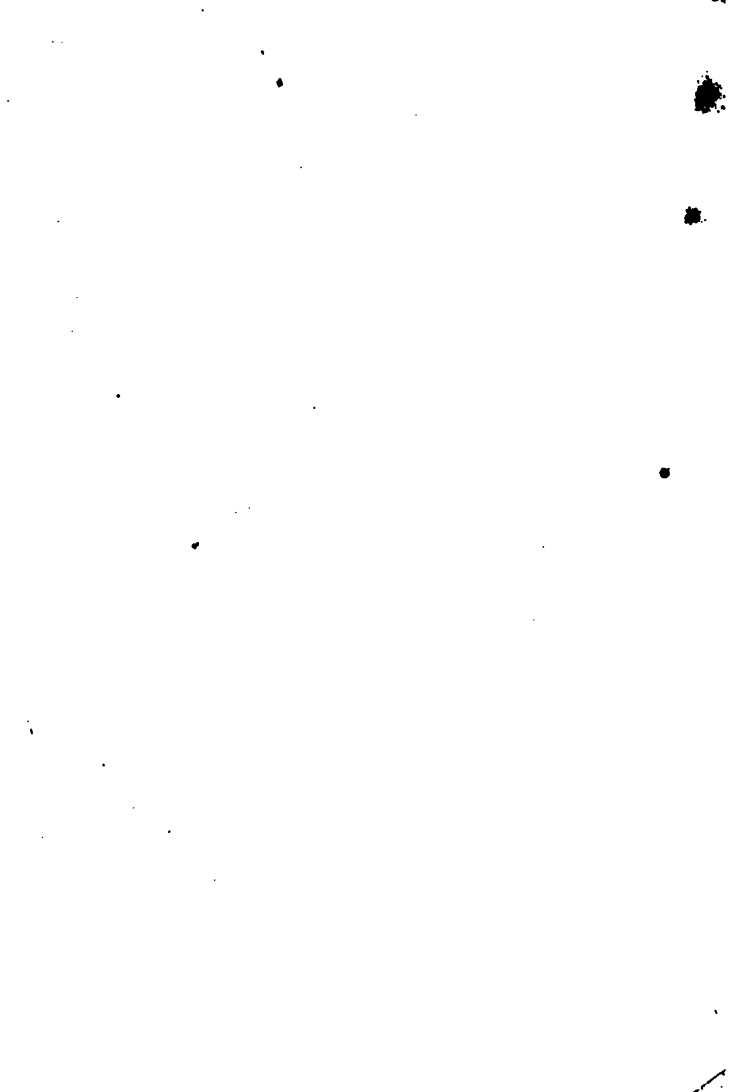
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Rates as Reasonable as any.
Rooms \$1 and upwards.

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THE BEST EQUIPPED AND MOST COMFORTABLE ROUTE.

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The fares by this route are the same as by other routes. Through tickets to all points. Sleeping and *hotel cars.*

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